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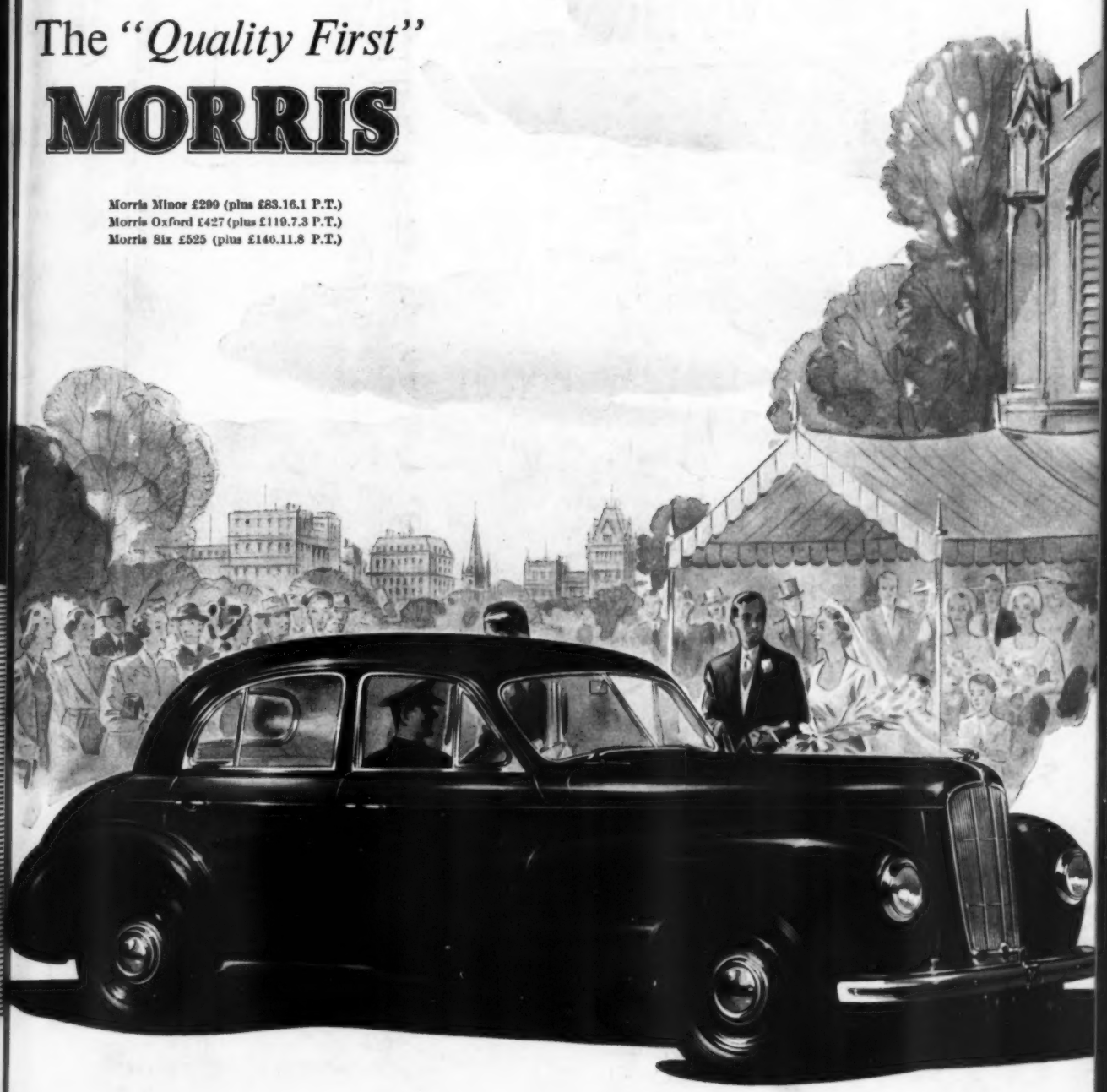

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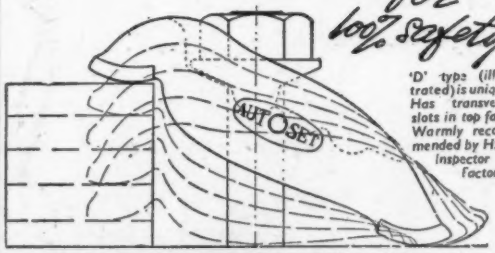

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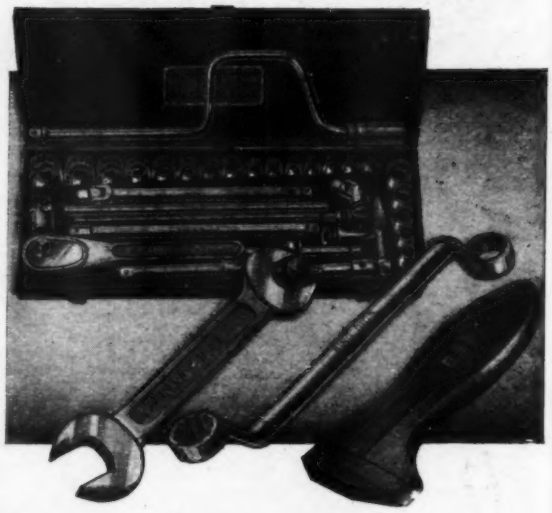

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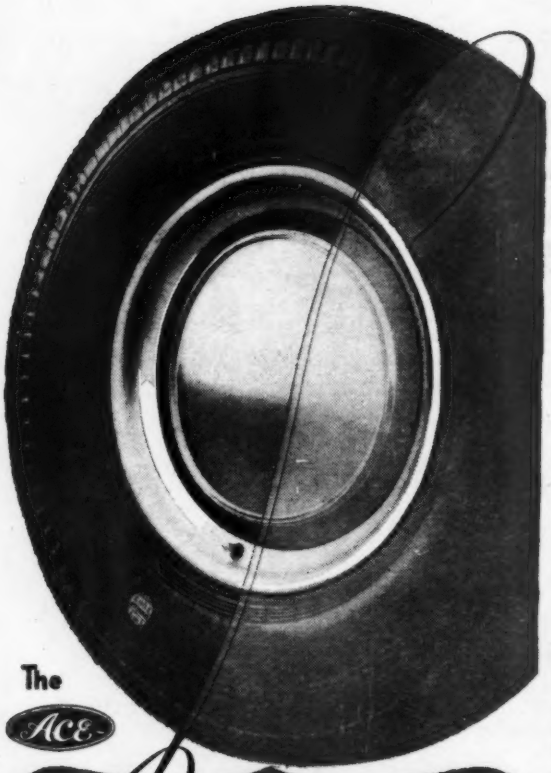

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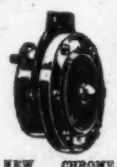

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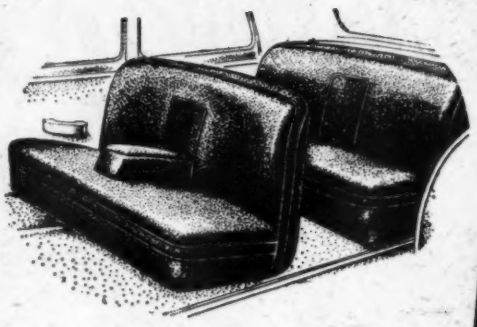

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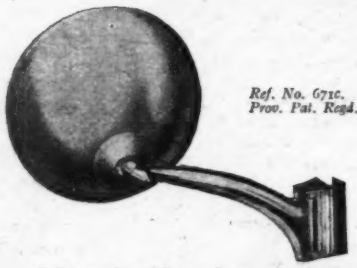

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The Autocar
FOUNDED 1895

No. 2859 FRIDAY, AUGUST 18, 1950 Vol. XCV

Experts' Warning

IT is the greatest pity that international events and restricted newsprint cause the remarks of many an expert to reach only local ears, but we trust that a wider public will appreciate what the following quotation means; if that public includes the Minister of Transport, so much the better, for it will be remembered that when Mr. Barnes was questioned about a road report by the county surveyor of Worcestershire, he replied that he had seen only Press references to it. The words below are not a "reference"; they are those of Colonel J. N. Norman-Walker, as reported by the *Reading Mercury* of August 5; the colonel was presenting the report of the Highways Committee to the Berkshire County Council:

"The general public did not realize the seriousness of the situation. Since 1938, wages had gone up by 200 per cent, the cost of materials by 100 per cent, and the number of licensed vehicles had increased. As a consequence of the restrictions on expenditure upon road maintenance, it was now only possible to surface one mile out of every 64 as compared with one mile out of every 32 before the war. The road surfaces would get worse and might even break up."

Coupled with the Worcestershire county surveyor's report—that minor roads in his county were in danger of becoming impassable—these words are profoundly disturbing. Anyone who knows anything of history is well aware that roads spell economic progress; they also, incidentally, spell mobility in defence. Recent talk of "steady progress" in Britain's economic struggle is rendered hollow when an expert can say, "The general public does not realize the seriousness of the situation," for the façade of superficial economic recovery is likely to crack if such buttresses as the country's highway system collapse.

There is the same air of spurious wellbeing about such recent Ministerial pronouncements as there is about the man who smokes a cigar to still the rumblings of a stomach that is a stranger to food; the collapse, in both instances, is likely to be sudden and serious. And if the collapse of British road surfaces comes at a moment when rearmament is in full swing, with all that that means in terms of tanks and transport, the ensuing dislocation and repair will present the country with a problem the like of which has rarely been seen. There are 183,107 miles of road in Britain, and 4,000,000 vehicles are pounding them to pieces.

Charges

SERVICE charges are worrying many motorists, and the justice of the claim that they are made on a strict time basis does little to allay concern. A recent example experienced by this journal arose following the fitting of a new direction indicator bulb. The bulb would not light, however, and a broken wire was found and replaced in a little under twenty minutes. The charge was 16s 4d. Less recent was the imposition of 1s 3d "labour cost" for the insertion of ¼-pint of anti-freeze to top up a radiator.

The price of bulbs has before given rise to comment, and it is of interest to observe that the new bulb mentioned above cost 2s 9d. Such figures are intimidating, even in times when a shilling is an insignificant coin instead of the gateway to twenty cigarettes.

Life is easy for none of us these days, but for the car-owning middle class it is least easy, and the time is approaching when many must consider whether car ownership, with its high charges in all directions, can be maintained. If not, the outlook for the repair trade will be dim. The tug of war between high costs and the motorist's pocket is paralleled elsewhere, but we wish that the motor trade would ease up on the rope; if its members want a confirmation of what has happened to motorists' incomes since the war we recommend study of the White Paper on Personal Incomes, issued by the Stationery Office. It is a publication that receives too little attention.

TUNING AND MAINTENANCE—I

THIS IS THE FIRST OF A SERIES OF ARTICLES INTENDED PRIMARILY FOR THE MOTORIST WITH THE PRE-WAR CAR. SO MANY RELATIVELY OLD CARS HAVE STILL TO BE RELIED UPON FOR BUSINESS OR PLEASURE, THAT FEW WILL FAIL TO BENEFIT FROM THE KIND OF ATTENTION WHICH CAN BE GIVEN TO THEM BY THEIR OWNERS. AN EXTENSIVE KNOWLEDGE OF "THE WORKS" WILL NOT BE FOUND IMPERATIVE IN TRYING TO BRING THE CAR UP TO THE STANDARD OF PERFORMANCE AND ECONOMY WHICH IT HAD IN ITS EARLY LIFE

ELECTRICITY SAVES PETROL

CLAIMS are made regularly for devices which will reduce petrol consumption by as much as 25 per cent and on which the average reader probably reflects that if anything really so effective was on the market, the manufacturer of his car would have incorporated it. Whatever the rights and wrongs of this outlook, any manufacturer of devices who includes in the instructions a recommendation that the car be expertly tuned, has the right idea.

Although such a product may not have a very real contribution to make to petrol economy and engine longevity it may well delight the user who follows the directions carefully. The tuning is the main "ingredient" and this is where the economy may be made. As reliability improves and cars are taken more for granted by owners, less attention seems to be paid to even elementary tuning and maintenance, and this is a direct route to undue petrol consumption and off-peak performance. The maintenance of the engine in a condition as nearly as possible akin to ex-works will keep petrol consumption down, and even if the engine is worn it does not follow that plugs, gaps, and points cannot be easily maintained in the state popularly described as "as new," so that at least any loss of power from wear may be minimized.

Attention to these details also brings the fruit of reduced repair bills, which these days command the greatest respect. Perhaps the series should have been called *Maintenance and Tuning*, for it should not be thought that any attempt will be made here to discuss advanced tuning or how to get a gallon from a pint pot à la B.R.M.

Most of us are not electricians, and perhaps electricity may even be anathema. But be that as it may, if no actual fault is apparent in the electrical circuits there should be no difficulty in overhauling the essential apparatus from a maintenance viewpoint and with the possibility of effecting considerable improvement.

With more and more auxiliary electrical equipment being used on cars, and the extra strain of winter starting, the battery deserves regular attention. Batteries are expensive to replace and although most drivers top-up the electrolyte level with distilled water so that the plates are always covered there are other points to watch of equal importance. Cleanliness is the first. Exhortations to keep the terminals clean and lightly smeared with Vaseline to prevent corrosion cannot be made too often—and keep them tight.

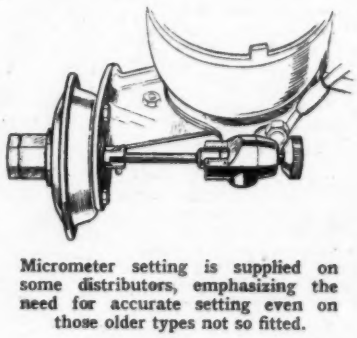
Battery Tell-tales

The battery exterior should be clean and dry (watch while topping-up) and the breather holes in the screw caps clear of dirt. The ammeter gauge does more than record whether or not the charging circuit is working. A great deal of damage can be done by continuous overcharging, as well as undercharging, and if a charge of over 10 amps is shown for more than short periods, the regulator should be adjusted, but in this case the electrical service station or the nearest maker's depot is called for. Bear in mind that overcharging also causes rapid reduction of the electrolyte level so that, until the fault is corrected, a more frequent check will be necessary.

Before leaving the battery, make sure that the leads are sound and not rubbing against some part of the chassis. If the battery's past life is uncertain empty it and flush it out, refilling with electrolyte of the correct specific gravity. This will remove sediment from the bottom, which can be very harmful. When emptying it, the battery should be tilted gradually to avoid sediment being trapped in the plates.

During the cold weather it is very well worth remembering to give the engine a few turns with the starting handle initially, and to depress the clutch when starting if this results in quicker spinning of the engine. The battery is subjected to a considerable drain during starting from cold and these precautions will free the engine and avoid giving the starter the unnecessary task of turning the gear box driving-shaft.

At the end of one of the heavy leads is the battery's main customer, the starter, which will probably benefit from cleaning. The pinion which slides forward to engage with the teeth on the flywheel, when the starter is operated, will not do its job if its screwed shaft is covered in dirt. Clean it with petrol and oil it lightly. The commutator and brush gear should be cleaned in the same way as the dynamo, which is described later.

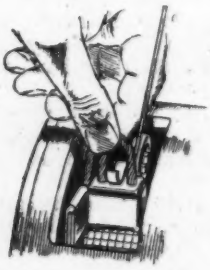


Micrometer setting is supplied on some distributors, emphasizing the need for accurate setting even on those older types not so fitted.

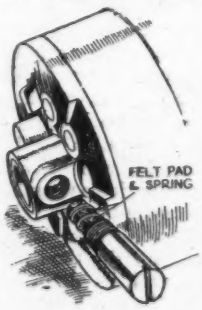
In working round the ignition circuit there is little that can be done with the coil except to see that the leads are secure. If the coil is mounted close to the engine, the driver who gives his car hard work may be well advised to move it to a cooler position, if he can accomplish it without an unduly long lead to the distributor—coils do not like heat.

For those who like to experiment, or if the present coil is considered defective, consideration might be given to fitting a sports coil. These are designed to give easy starting and have other advantages in particularly high revving engines.

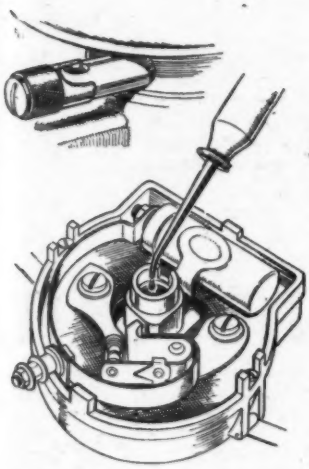
The hinge pin of traffic indicators must be oiled very slightly.



Dynamo brushes can be removed by restraining the spring and pulling the lead.



A dynamo lubricator contains a spring loaded felt pad.



After removal of the rotor arm, the cam bearing drive shaft of some distributors can be oiled. Inset: External oil point for the advance and retard mechanism. Other distributors have a hole in the covering plate for the same purpose.

They take a little more power from the battery to do the job.

The distributor may well cause poor running even though complete failure is not commonplace. The contact breaker points, if pitted, should be removed and carefully ground smooth and clean with a carborundum stone or magneto file, and the gap should be set to the manufacturer's recommendation. The operation is simple, provided the engine is turned slowly by hand until the cam is thrusting the points apart to the maximum. If the points are more than usually burned, and the point of contact with the cam badly worn, a new set is worthwhile and inexpensive. If the gap is too great it leads, in effect, to a more advanced ignition.

Should the interior of the distributor housing be milky in appearance the condenser is going home and should be renewed. The tip of the rotor arm will probably be burned, and the carborundum stone or a replacement is again the cure. Have a look at the plug lead points in the distributor cover and clean off any residue from burning, *carefully*. Carelessness in scraping them down may lead to the need for a new cover.

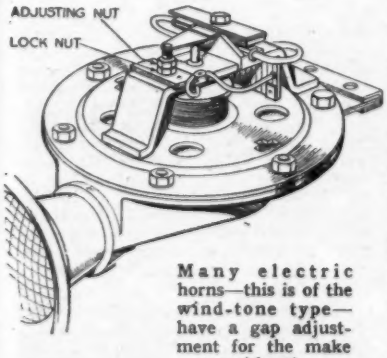
It is important to make sure that the distributor and plugs be kept clean outside as well as inside, or electrical leakage through the dirt will be likely.

Lubrication of the distributor should be undertaken, but only with the utmost restraint, taking care that oil does not reach the contact breaker points. The cam may be smeared with clean engine oil or grease, but not in sufficient quantity for spots to be thrown off when the cam is revolving at speed. Removal of the rotor arm makes it possible to lubricate the cam bearing and distributor shaft with a drop or two—not three—of oil. Do not remove the exposed screw; a clearance is left for the oil to pass under the screw to the bearing. Make sure that the centrifugal advance and retard is operating properly by turning the rotor arm back and fore. The arm should be returned to its normal position by the springs once they are freed.

The leads from the distributor to the plugs (and the h.t. lead from the coil to the distributor) can easily be the cause of serious electrical leakage. If they are in any way perished replace them. Examination of these leads in the dark with the engine running may show the leakage by an intermittent flashing along the leads.

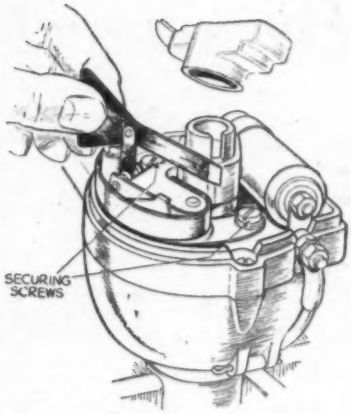
Cleaning plugs is an old game, but with the "all-one-piece" type thorough cleaning is almost impossible without the proper equipment. Plugs may appear to be doing their job when, in fact, they are dirty and leaking. Plug manufacturers claim that great increases in m.p.g. are obtainable by replacement of worn plugs. Whatever the facts are, it is well worth while having them cleaned at a service station and tested, buying the correct replacement if necessary, and making sure that the points are accurately set. Flattened plug washers should be replaced or loss of compression may result.

Another type of lubrication point for the advance and retard mechanism.



Many electric horns—this is of the wind-tone type—have a gap adjustment for the make and break.

Dynamos are not regular trouble makers, but do not ignore them. Remove the circular cover band—usually a strip of steel about two inches wide—and inspect the carbon brushes and commutator. Check that the brushes will move in their holders by holding back the springs which press them against the commutator and gently wiggle the flexible connections. If the brushes are stuck remove and clean them with a rag moistened with petrol. If the commutator is not clean and shiny, press a piece of clean rag against it—moistened with petrol is always better—and turn the engine slowly by hand.



The correct setting of the contact breaker gap, here being checked with a feeler gauge, is vital.

On some of the older types of dynamo there is a third, adjustable, brush. Movement of this brush in relation to its point of contact with the commutator will increase or decrease the dynamo output as required. This must be adjusted if the brush is removed for cleaning.

In an examination of the wiring of the lighting circuit, give particular attention to the wear which occurs where the wires pass through holes in the coachwork or chassis, and, with the assistance of a friend, check the operation of the brake light. Worn wires should be bound with tape at once or, when a short occurs, it will be all the more difficult to trace. Perhaps the most important task, when examining the lighting system, is servicing the rear light. Behind and forgotten, the rear lamp assembly gets splashed and dirty and, in time, rotten and rusty.

All bulb holders should be examined to make sure they are not getting rusty. A bad earth connection frequently causes a failure.

Tail-end Wiring

The wiring, as well as the lamp, is usually exposed to the weather and the rear wheels make sure it gets mud in plenty. The inadequacy of most rear lights has been stressed before in this journal and readers know too well what sources of danger they can be. If your tail-light is in a bad state, renew it, and the wiring at the same time—and make it waterproof. If the condition is considered satisfactory, clean it and make sure, in your own interest, that the red light can be seen from a safe distance.

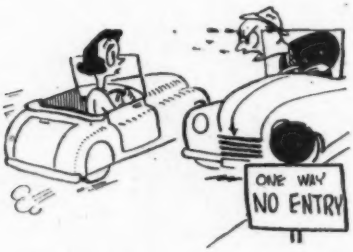
Before calling it a day, there are two other simple precautions to observe. Check over all visible wiring, not forgetting the horn, where a short is embarrassing, in the way described for the lights. A favourite danger spot is near the junction box—usually mounted on the engine side of the scuttle—where perished wires congeal together in readiness to give trouble at an awkward moment. Finally, check that you have spare fuses in position in the junction box and one or two spare bulbs—they can be very useful. R. M. C.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Lurking Doubt

DO you feel entirely happy when overtaking on a twin-track road where a bend is made blind by a central hedge? Hedges planted when such roads were built a few years ago are now usually quite tall and dense, and the curves on roads of this description are frequently of the kind that "keep on going on." I have in mind especially the Winchester by-pass, where unless one is to stay behind slow vehicles for appreciable distances it is necessary to overtake blind. But there should be no danger in this on a road divided by a substantial central verge, you will probably object. Yet I can never get the doubt out of my mind in such circumstances that some careless, unobservant driver has entered the road on the wrong side and may be approaching head on. Believe me or not, I saw it happening a few weeks ago,



I don't think she understood.

approaching Dorking, on the Mickleham by-pass in Surrey. The driver—a woman, I regret to say—was nearing a roundabout on the wrong half of the divided road, but fortunately the view was entirely unobstructed by shrubs or trees and it was a quiet weekday evening. I don't think she understood the reason for my hoots and gestures of protest and advice.

✦ ✦ ✦

Anti-Clock

ODDLY enough, in that same district I encountered two or three instances of drivers coming the wrong way through roundabouts in the first year or two after the war, as remarked upon here at the time. I cannot feel that to grow tall shrubs in the centre of traffic roundabouts is a good plan. The object, of course, is the commendable one of preventing dazzle, as on the central strips of twin-track roads. But I know instances of shrubs being employed in this way on routes where they are not so used on the sections between roundabouts. One can endure some dazzle at a roundabout for the sake of full visibility at all times, and I can see no case for seriously impeding vision in this way, although the sight of shrubs with their attractive foliage or flowers is to my liking.

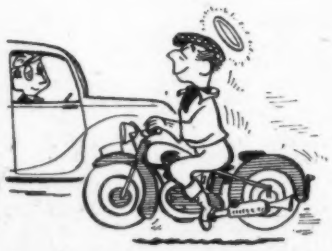
✦ ✦ ✦

What Next?

THE world is a topsy-turvy place. A few weeks ago the prospect of a steel surplus was worrying the steel manufacturers, and it was as certainly within sight as such things can ever be said to be. At the same time great hopes were held of unlimited car production with the steel rolling mill at Margam, South Wales, coming into operation in 1951 and solving the car manufacturers' sheet steel difficulties. Then the Russian chess players moved a pawn into a forbidden square and the position changed. There is a prospect of steel shortage once again as the rearmament programme gets under way, and no one is thinking much about Margam's sheet and 1951. All eyes are on the present and the chessboard.

Your Scribe is much comforted by the fact that he once beat a Russian well and truly at chess; that probably puts my name on some card index in the Kremlin for liquidation if and when. I understand that no Russian has ever been beaten at anything, anywhere.

✦ ✦ ✦



Elite of the road.

Pro-British

JOHANNESBURG caller at this office recently was the Rev. W. H. Kinsey, who is on the council of the Transvaal Road Safety Association. He boasts 400,000 miles of experience from the Cape to the Congo and has just completed a holiday tour in this country of 3,000 miles. As a result he puts on record his amazement at the extraordinarily good standards of driving in Britain, including bus and coach drivers. In the course of his tour he saw only one instance of bad driving—by a motor cyclist in the Bath and Wells district. He was unlucky even in this instance, I feel, for my experience is that motor cyclists are among the élite of the road as regards good driving, and I hope my two-wheeled colleagues of *The Motor Cycle* will appreciate the compliment.

✦ ✦ ✦

By the Bob

AFTER pointing out that the electric pumps which give the amount in money as well as the gallonage enable petrol to be ordered and served by the shilling (or by the five shillings these days) a garage man in a respected contemporary bemoans the fact that motorists will not order by the coin and thus save themselves and the pump hand the bother of change. This surprises me, as I always have felt, without any reason, that the garage man would hate to be messing about with fractions of gallons. In fact, when the wretched half-gallon coupon was current and I was trapped into cashing it as such, I always apologized to the pump hand for breaking up his digits. It would be interesting to learn if proprietors of these pumps would welcome such orders on the part of motorists. If so, I am all for it.

Apropos petrol pumps, a correspondent asks why we cannot have slot pumps again after closing hours. There may be a demand, although I can say (touching wood) that I have never been caught out yet.

✦ ✦ ✦

Peacocks

A GRIM warning reaches me from a correspondent—of the habits of peacocks. He stopped to admire one in Sussex, and the beauty walked all round the car for the space of twelve minutes, taking no notice of the occupants, but peering at the cellulose. Finally they moved off, and at that moment the peacock hurled

Peering at the cellulose.

itself in a frenzy at the rear mudguard, pecking and scratching it badly, and ultimately chasing the car down the road with raucous cries. Had it seen its reflection and taken it for an enemy?

One sees few peacocks these days, but I have a strong superstition over their tail feathers, backed by two most unfortunate happenings.

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The complete confidence he feels that his India Tyres will get him there on the greasiest of roads on the darkest of nights — day in and day out — can be yours too when you fit

NEWS and VIEWS

New U.S. Factory

WAYNE, Michigan, is to be the site for a new assembly plant for Lincoln and Mercury cars in the U.S.A. Capacity will be 640 cars a day with more than 3,000 workers. Construction begins at the end of this month.

Traffic Census

MOTORISTS who have noticed observers taking particulars of their cars as they passed during the last week have been assisting in the first national traffic census taken by the Ministry of Transport since 1938. The count concludes on Sunday, August 20.

Korean Boom

BRITISH cars have shared in the buying boom, caused by the Korean war, in the U.S.A. Agents report big increases in orders as the American public endeavours to translate cash holdings into durable goods.

Daimler Remembrance

SCHORNDORF, the birthplace of Gottlieb Daimler, pioneer of the petrol engine, will be the centre of the 50th remembrance anniversary of his death from September 1 to 11. The Daimler anniversary coincides with the 700th anniversary of the town.

Island Petrol

THE price of petrol in Orkney, Shetland, Lewis and Skye has been reduced to 3s 2d a gallon, following representations by M.P.s. Transport costs make petrol in these islands more expensive than on the mainland.

Forthcoming Shows

THE Paris Salon will be held from October 5 to 15, the car and accessories sections in the Grand Palais and the coachwork section in the Parc des Expositions, Versailles. The date of the Geneva Show is March 8 to 18, 1951.

Latest list of exhibitors for the London Show at Earls Court (October 18-28) reveals that at present there are 54 exhibitors of cars and 17 coachwork exhibitors. Other sections are fully representative. *The Autocar* stand will be No. 77 on the Ground Floor.

This shell, in which natural deposits of a tube worm have spelt out the word "OIL," was found on the beach at Teignmouth, Devon. The finder gave it to the Shell company.

Appointed Hotels

CO-ORDINATION of hotel appointments is the new policy of the R.A.C., the A.A., and the R.S.A.C., and a hotel appointment committee has been set up by the three organizations. This means that no hotel can hold the appointment of a single motoring organization.

The A.A. "star" system will be used for grading, stars numbering from two to four, and eventually there will be a joint hotel sign for appointed premises. In the meantime a review of all existing appointed hotels is continuing.

Kylesku Reopened

KYLESKU Ferry, in Sutherland, which was reported closed in last week's issue, has now been reopened. Motorists touring Scotland who require information regarding remote ferries are referred to the R.S.A.C., Blythswood Square, Glasgow.

Plenty of Oil

LATEST estimate of the proven oil reserves of the world is 10,918,300,000 metric tons—a figure that is surprising for its meticulousness. These reserves are apart from the possible reserves—estimated by geological methods. In all, a conservative estimate of 60,000,000,000 metric tons is reached—enough for over 100 years at present rates of consumption.

W. H. Warn

THE death has occurred of Mr. W. H. Warn, a pioneer motorist, at the age of 77. Throughout his lifetime Mr. Warn was connected with the motor trade and one of his early exploits was to drive a 20 h.p. Singer car from Land's End to John o'Groats and back (in 1912). Mr. Warn had previously prospected the route in 1911—a year in which tyre trouble was the major motoring topic of conversation—and wished to prove the efficacy of his seven-inch tyres on the Singer.

A contemporary photograph shows the massively shod car, itself a big and handsome vehicle, and the run certainly vindicated the owner's belief that big section tyres were the right type for good motoring.

The new joint association sign which is being issued to recommended hotels.

Book Received

The Alpine Highways of Switzerland, by Bruno Wagner, is an English edition of an already popular book for the motoring tourist. All the well-known ascents are described and the book is copiously illustrated with delightful photographs. Published by Edward Stanford Ltd., 12-14, Long Acre, London, W.C.2, price 7s 6d.

MODELLERS' "AT HOME"

THE Model Engineer Exhibition at the New Horticultural Hall, Westminster, London, S.W.1, this year celebrates its silver jubilee. It closes on August 19, and is worth a visit by anyone owning any kind of mechanical vehicle. If he is not interested in technical things when he goes, he is sure to be when he has seen this crowded show of miniature engineering.

This time the opening was quiet, without the scream of tiny jet engines in aircraft or boats that marked the beginning of the last exhibition. Not that the miniature engines, petrol and diesel, are absent by any means. Nor is interest any less, to judge by the queue, chiefly composed of young faces, which had formed about an hour before the opening. Great credit is due to the organizers, Percival Marshall and Co., Ltd., and to the various clubs taking part for the good layout of the exhibition, and for the transport of delicate exhibits.

Apart from the usual wide range of models, exemplary of the fantastic ingenuity that flourishes in small workshops all over Britain, there are several demonstrations of great interest, among them wood turning, in the rural fashion, and blacksmith's work by a craftsman from the famous Walton Forge.

The Pioneer Model Racing Car Club is represented this year, and shows some of the powered cars that attain speeds of over 100 m.p.h. in "round the pole" racing. The 500 Club is a newcomer to the show, and their stand above the foyer shows specimens of the Cooper and other 500 c.c. cars that are taking the attention of the public around British and Continental tracks. There are other scale model cars—a 1½-litre H.R.G. with a 10 c.c. engine, and a D-type E.R.A. with an engine of only 1.3 c.c. More interesting, seen purely as models, are the graceful specimens of earlier coachwork, London cabs, and one dignified state coach by a firm that now makes bodies for Rolls-Royce.

Locomotives are no more neglected than aircraft or cars. The exhibition is dominated by a resplendent model of the Saunders Roe Princess flying boat, and below it, a freight locomotive of the French State Railways, specially loaned by them. Motorists will find the latest developments for the home engineer on the tool and accessory stands, whether their requirements are for a pair of pliers or a miniature lathe. One interesting tool demonstrated utilizes a hardened wheel for glass cutting and knife and shear sharpening, with a new efficiency.

10,000 Miles in 10,000 Minutes

AUSTIN A.40 SETS UP LONG-DISTANCE ENDURANCE RECORDS AT MONTLHÉRY

Montlhéry, Monday, August 14.

ONCE again Austin reliability has been demonstrated in no uncertain manner. This morning an A.40 saloon completed a run of 10,000 miles in 10,000 minutes—60 m.p.h. for six days, 22 hours and 40 minutes.

Thus the objective of Alan Hess and his three co-drivers, A. Fisher, R. Jeavons, and J. Walters, was realized, with plenty to spare. During the Sunday afternoon the car was stopped for tappet adjustment and then, as there were hours in hand and a slight roughness had developed in the engine, it was decided to change the big-end bearing shells. This was done expeditiously, still leaving over 12 hours in hand. The 10,000 miles were all but completed at 8.8 p.m. on Sunday when the car was stopped and remained under guard until it restarted at 7.40 a.m. on Monday to complete the 10,000 miles in exactly 10,000 minutes.

Thus into one week of continuous motoring the Austin team compressed more miles than many drivers cover in a year. Moreover, it was all high-speed motoring, with no let-up for engine, transmission, or tyres, to cool off. Stops there were, of course, to change drivers, replenish with petrol, oil and water, but these were of short duration and usually took less than 50 sec.

According to Plan

It is obvious that such a continuous long-distance run calls for careful planning, and the schedule finally adopted brought the car in every three hours for a change of driver, refuelling, and a check of engine oil and water. Tyres were naturally inspected at the same time, so was fan-belt tension. The screen, too, was cleaned and this proved a most important task during the daylight hours because of the hosts of flies and insects which rendered it almost opaque after a few laps. At night the flies were less troublesome.

A lap speed of 65 to 66 m.p.h. was kept up with monotonous regularity. In fact, one does not know whether to admire most the endurance of the A.40, its drivers, its track team, or the timekeepers of the A.C. de France, as hour after hour after hour the dark-green saloon buzzed round and round the concrete saucer, coming into view every 85 sec or so.

One began to look forward to the three-hourly stops as a few seconds of comparative excitement. The sun blazed down, tempered occasionally by a light breeze, and during the day the shade temperature was frequently in the eighties. It worried the car not a bit, but on the second day it proved too much for one of the timekeepers!

High spots of the day for those members of the team off duty were *déjeuner* the *diner* at La Potinière, where Madame Berteau, aided by the ever-cheerful Emile, appeared ready to feed them at any hour of the day or night. The team on duty were kept alive by Emile sallying forth to the track with immense baskets of delectable foods, the lone driver meanwhile developing a hunger *formidable*.

Light relief there was, of course, as when George Coates, mechanic from the Austin experimental and development department, had his sleep disturbed by an enormous rat which appeared through a hole in the floor of his hut. His heavily sleeping hut-mate awoke to find George crouching on the table armed with electric torch and a supply of ammunition.

And always the stout A.40 went buzzing on, its note rising as it came into view and dying away as it disappeared round the banking. As dusk began to fall each night a *camion* and its crew appeared, the vehicle loaded with hurricane lamps which its crew proceeded to place at intervals round the track to guide the drivers during the night.

At the 9 a.m. stops the track team had a more detailed check over the car, but after 48 hours no water had been used at all, practically no oil, and tyres looked good for the whole distance, despite the high temperatures of the daylight hours, although they were changed at approximately half-distance as a precaution, as were sparking plugs. The battery also was topped up at the 9 a.m. stops.

It is interesting to consider what such a run means. Apart from the short stops, and the consequent resumption of the steady 65 m.p.h., the engine was running continuously at about 4,440 r.p.m., so that in the 10,000 minutes it totalled nearly 44½ million revolutions. The ignition system, therefore, had to produce about 89 million sparks. As the rear axle ratio is 5.14 to 1 the road wheels made approximately 8.6 million revolutions in the 10,000 minutes.

For night signals to the drivers the team used a board carrying a number of hooded lamps, so wired that by operating the control switch a circle, a square, a triangle or a cross of light could be displayed. The board also carried red, amber and green lights, all or which had their particular significance.

Petrol Consumption

As a matter of interest, petrol consumption was in the neighbourhood of 30 m.p.g. but it was not accurately measured and there was inevitably an appreciable amount of spillage during the more rapid pit stops. However, a fuel consumption of 30 m.p.g. at such a high average speed is by no means excessive. Tyre wear, also, was lighter than one would expect considering the high speed, high ambient temperature and rough concrete surface.

Although the run was not primarily an attack on records it happens that the international class F records (1,100 to 1,500 c.c.) for five, six and seven days, for 15,000 kilometres and for 10,000 miles, were taken, subject to confirmation. The figures are as follows, the old figures being given in parentheses:—

5 days, 65.52 m.p.h. (61.83 m.p.h.), 7,862.4 miles.
6 days, 65.62 m.p.h. (59.95 m.p.h.), 9,459.28 miles.
7 days, 59.58 m.p.h. (58.18 m.p.h.), 10,009.44 miles.
15,000km, 65.59 m.p.h. (58.95 m.p.h.).
10,000 m, 60.00 m.p.h. (58.21 m.p.h.)

Instead of running on for another eighty minutes in order to put still more miles into the strict seven days and nights, the A.40 stopped at 10,009.44 miles, as this was already over the previous best distance. The Montlhéry track seemed suddenly empty. One could look, and look again after that inevitable 85 sec, but at last there was no A.40 going round, and round, and round.

Equipment.—Regent petrol, Castrol oil, Dunlop tyres, Champion plugs, Rubery Owen wheels, Armstrong spring dampers, Lucas electrical system and Smiths instruments.

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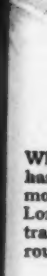

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ARTIST at the wheel

"LITTLE does he know of England, who only England knows," misquotes many a motorist heading for the Continent, but if his tour is purely for scenery's sake then he would be wise to explore England well before he goes farther afield.

Europe, like this country, has its beauty spots, but the dull gaps between are fewer over here. For example, these sketches, which are from "roughs" made sometimes from the driving seat—stationary of course—by Gordon Horner, are just bits of everyday England which thousands pass, mostly with unseeing eyes.

Incidentally, when one wants to "stand and stare" it's as well to look into the rear mirror before jamming on the brakes!

A corner is turned in a narrow Somerset lane, and the curtain is drawn from the quiet old village of Holford. Not far off are the acres of Sedgemoor where the Duke of Monmouth's peasant army was slaughtered by the forces of James II.

Whatever the faults of Suburbia it has its beauties too—Ealing Common with its fine trees sits right on London's doorstep, while for contrast the sketch on the right was roughed out by the rural wayside in Wiltshire.

Killary Bay, by the Muilrea Mountains. Right: At Spiddal, Galway, low stone cottages among the great rocks cropping out of the soil.

CONNEMARA:

Key to the Golden West

by GUY PRIEST

THE faraway, the unexplored, will always hold a fascination for the more adventurous motorist, and to enter Connemara on a summer morning without a map is to set out into the unknown—a paradise of colour and silence which has somehow remained unspoilt and uncommercialized in an age when distances have become meaningless and solitude almost as legendary as the gold-paved streets of London. Even with that trustworthy guide, the Ordnance Survey map, and a reliable car at your service, you feel a thrill of anticipation as you leave the broad highway and follow the narrow winding road into the grey and purple mountains. That's how I felt on driving out of the pleasant tree-lined streets of Westport and climbing into the foothills.

This is "Joyce's Country," a wild and lonely land with the voice of the waters everywhere. Truly a faraway land, and the names of its rivers and mountains are as remote from common speech as the language of its cabin folk: Barnaheskabauaia, Keeraunnageeragh, Loughaunemlagheask. Unpronounceable? Untranslatable? Not quite. For the first is the "Gap of the Yellow Waters"; the second the "Sheeps' Combs" (a mountain near Lough Corrib); and the third, within sight of the Twelve Pins, the "Lake of the Water Spirit." Lovely names all, and there is music in their sounding on the lips of a Galway crofter.

Two hundred miles from Dublin, yet these rugged hills and watered valleys are as remote from the neon lights of O'Connell Street as if they were on another planet. The face of this land is old; literally as old as the hills. And except where man has here and there scratched the surface and laboured to till the stony soil, it has changed but little in a thousand years.

Above Westport, away on my right hand, reared the massive shape of Croagh Patrick, with a white path to its summit, made by pilgrims who climb there each summer on Garland Sunday. Devout people from all over Ireland make this pilgrimage, some so old and lame that they have to be assisted to the top. Many set out on the Saturday night, whatever the weather, and spend the hours to dawn in meditation and prayer, before attending Mass in the chapel on the summit on Sunday.

As I drove on in my open car along the dusty road, guided by walls of grey stone, I felt that somehow the internal combustion engine—means of swift, easy locomotion—had no place in this country. The pilgrims to Croagh Patrick make the ascent of 2,500ft barefoot. That was a sobering thought. In London it would seem like a tale from the Middle Ages. Yet in this stark, unconquered land there seemed nothing very extraordinary about it. Life here was rugged and unyielding as the rocks. But if it was in some respects primitive, there was in the verity of its harshness something of nobleness also, that shone in the eyes of its people.

These straight, dark, raw-boned men; these women, aged with toil before thirty, were servants only of the land. They were of the land and from the land, and they endured.

In a cabin by the wayside near a mountain called the Devil's Mother I shared a meal with a crofter and his family—home-baked bread and freshly churned butter and tea. By suburban standards these folk were poor. But they owed to no man; and they knew the sun from its uprising beyond the mountains to its setting in the Atlantic. The fashions of the cities affected them little; their clothing was homespun; coarse and hard-wearing. The man wore a bawneen jacket of undyed wool; his wife a heavy skirt over a red petticoat, stout boots and thick black-worsted stockings. Her hands were brown and wrinkled, coarsened by labour. But her eyes were clear as a mountain pool, and her sight unaided.

They tilled a few acres, the crofter told me, potatoes and oats for the most part. And they also had a little grazing land from which they "saved" the hay. They had a cow and a few poultry, but their main source of income was from sheep. Disastrously, the previous winter had been one of the worst in living memory. Snow and frost—almost unknown on the Irish west coast—had added to the havoc of the gales, and many sheep had been lost in the mountains. Now some flocks were reduced by a half.

While we smoked our pipes by the hearth, where a turf fire burns night and day the year round, I watched one of his daughters deftly spinning near by. Wool from the flocks is dyed and spun by hand in the cottage, being afterwards knitted into sweaters and socks and other gar-

ments which find a ready sale among summer visitors. The wool is brushed on cards, much like a pair of oversize butter pats with teazle wires on one face. With these are produced the thistle-light rolls of wool which are afterwards spun into thread on the wheel.

The art of spinning is to produce a fine, even and unbroken thread by varying the tension of the fingers feeding the yarn on to the revolving bobbin. Like many another skilled craft, this appears very simple in the hands of an expert; and to me it was interesting to recall how once many farmhouses in England each produced their own homespun yarn. Then industrial evolution overtook them; but ancient crafts pass slowly in the far west. This is so with dyeing. The attractive shade of rust-brown, mixing with the natural wool in the socks I am now wearing, was obtained from lichens gathered from the rocks and boiled. A green dye is obtained from heather tops—but for navy blue they must go to the village shop.

The wheel spun on and the bobbin whistled on its spindle. The dog by the hearth stirred in its sleep. A couple of fowl ran in through the open doorway and were "shooed" out again by the whisk of a besom. . . . Summer, endless summer; and the clatter of a burn outside.

When presently I rose to leave my host rose also . . . and took my hand. "God be with you," he said with complete sincerity; and I could think of nothing by way of reply. My thanks and a pipeful of tobacco seemed very inadequate for such hospitality, but he would accept nothing else.

Anachronism?

The blue sky was like a lake over the mountains as we stepped out into the sunlight from beneath the low, thatched eave. There stood my car—the twentieth century. But this place was ageless. And when I turned and looked back from the bend in the road the cabin by the water was a part of the landscape, and the silence was immense as cloud-shadows moving over the mountains.

Killary Bay, a little farther down the valley, is a natural harbour lying in a fold below the Muilrea Mountains, and it has a grandeur that opens out before you as you drive along its shore. On every side is an astonishing, practically uninhabited beauty that leads the eye onwards and upwards, from blue water and swaying rushes to the peaks of Ben Gorm and Ben Creggan. And over those mountain-heads the white clouds come sailing from the Atlantic in endless procession. Here it is best to ignore one's watch, for time moves leisurely and the sun is the only clock.

I met Patrick at the "Gap of the Yellow Waters," where white lilies floated in amber pools and the cotton grass swayed to the summer breeze. Aged now, with the pain of rheumatism in his legs, he was leaning on his stick and talking with a gang of workmen mending the road. In answer to my enquiry for the road to the marble quarries I was told it would be to Recess I'd have to go. He himself was going that way, to his house at Tooreenacoona, and he'd be glad of a lift on his way. So with difficulty his stiff joints were eased into the bucket seat, below the folded windscreen, and we slid away down the dusty road between the mountains.

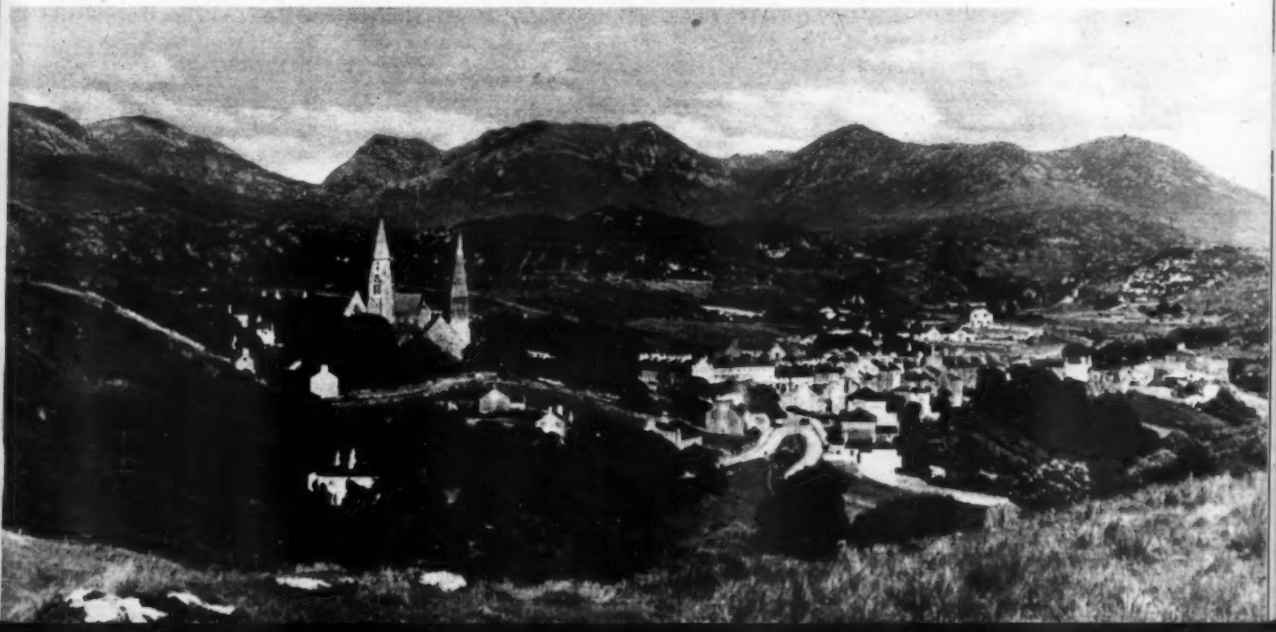
The effortless comfort of the car delighted the old man. Hanging grimly on to his hat, he pointed to the group of mountains away to our right. The Twelve Pins; and as we passed he named them—Benhaun, Benbrack, Muckanaght, Benbaun, Benvollaghduff and the rest. He had known them since childhood, and many's the day he had spent among them. But now he couldn't walk that far. There was his house, yonder across the bog, by the group of trees. Five hundred acres of good shooting that had once been; but times were changed. He spoke of the old days, before the "Troubles"—the early nineteen-twenties, but to him only yesterday. The gentlemen were all gone now, and the birds neglected. Yes, times had changed. There was regret in his voice. But the stream that sang by the roadside was the same, and the Twelve Pins looking down on the valley were changeless.

I set my passenger down by the roadside near the water and watched him set off stiffly across the bog. Then I drove on into that incomparable land beside Lough Inagh, and beyond.

After passing Glendollagh one returns suddenly to the twentieth century—or is it the late nineteenth? Anyway, from there to Maam Cross the road follows the disused track of the Midland and Great Western Railway. Then suddenly one is among mountains again, and looking down on the blue waters of Lough Corrib. Here there are solitude and sunshine and fishing and the sweet cries of wading birds—enough to fill a lifetime. And a lifetime of such loveliness could never be enough.

But when the sun is beyond the mountains purple shadows lie over the water, and the grey road leads tirelessly on. There are other cars now, and brightly painted luxury coaches, and ordered pastures beyond the stone walls. And then there is Ballinrobe, and one is back in the present, and the present reclaims us. But pause a moment longer. See! Out there beyond the lough, towards the Atlantic, rise the dark peaks of the mountains. There it will remain, land of ever-changing colours—changeless Connemara.

Clifden, the capital of Connemara, with the Twelve Pins rising behind it.



NEW CARS DESCRIBED

In this three-quarter front view the modern full-width appearance is seen to be well balanced. The air intake remains undecorated except for the fan-shaped grilles on either side of a vertical strip.

Introducing the Marauder

SPORTS THREE-SEATER OF LOW BUILD DEVELOPED FROM THE ROVER 75 CHASSIS

FOR some months there has been taking shape in modest premises at Dorridge, Warwickshire, a new sports three-seater of striking appearance. Its sponsors are Wilks, Mackie and Co., Ltd., of which the two principals are Peter Wilks and George Mackie, two young engineers with ideas and a vast amount of enthusiasm. Peter Wilks is well known to those who follow sporting events for his prowess with his Rover-engined special at Shelsley Walsh and elsewhere.

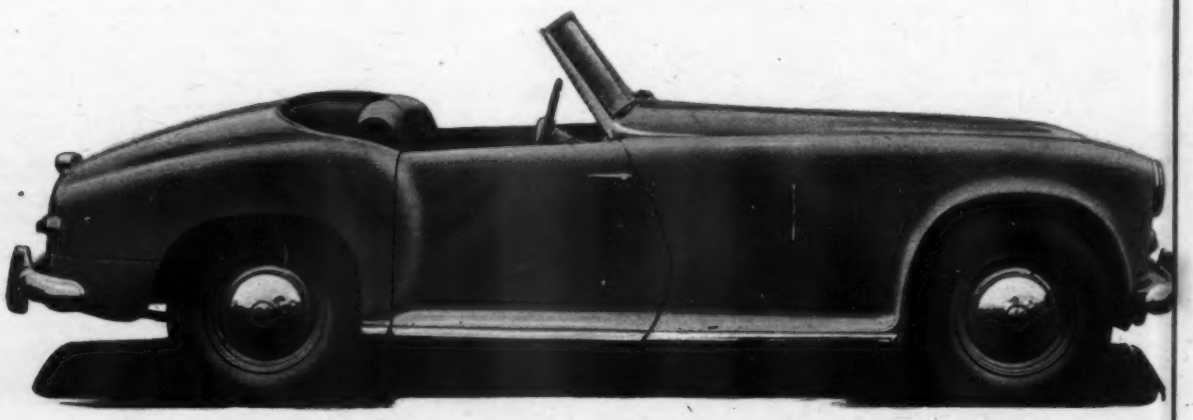
By reason of its lively performance as a standard saloon, the current Rover 75 chassis was selected as the basis of the Marauder, as the new car has been named. It should not be thought, however, that the Marauder is just a specially built body of sporting lines on a slightly altered Rover chassis. Although the 75 engine, gear box, rear axle, front suspension, steering and brakes are utilized they are modified in some important respects and are mounted in a shorter chassis with a wheelbase of 8ft 6in. Moreover, the weight of the complete car is only 23 cwt (2,576 lb).

Similar to that of the Rover 75 in general design, the frame is of light weight, of 16-gauge steel welded into box section throughout, but is shorter, and the second and third cross members are located farther forward. In this the engine is mounted 19in farther to the rear and 2in lower, while it is also set horizontally and not inclined as in the 75. The front engine mountings are on the main frame members, but the rear mounting, beneath the gear box, is on the third cross member. Linkage of the independent front suspension (by coil springs) is unaltered, but as the second cross member is relatively more to the front, the ball joints of the front wheel radius rods are placed inside the box section of the member. An anti-roll bar is fitted. At the rear, the front anchorage of the half-elliptic springs is below the main frame longitudinals and is lower than in the Rover. The springs have the same rate, but are flatter, and are controlled by Woodhead-Monroe dampers projecting upwards through the rear cross member and inclined inwards and also slightly forward, so that they help to locate the axle transversely.

There is little modification to the engine except for a thinner gasket, which raises the compression slightly from the standard 7.25 to 1 to approximately 7.6 to 1, and for valve springs of slightly greater strength. A Seryais silencer is fitted. The transmission also is little modified, clutch and gear box being unaltered, but the Hardy Spicer propeller-shaft is shorter.

At the option of the purchaser, the free wheel at the rear of the gear box may be replaced by an epicyclic overdrive with a ratio of 0.694 to 1, which

Distinctive wing lines are a feature and run right through from stem to stern. The curved screen is well raked and has thin pillars.



SPECIFICATION

Engine.—6 cyl, 65.2×105 mm (2,103 c.c.). Overhead inlet, inclined side exhaust valves, push-rod operated. Compression ratio 7.6 to 1.

Transmission. — Single-plate clutch, four-speed gear box with synchromesh on third and top, controlled free-wheel or epicyclic over-drive. Open propeller-shaft to spiral bevel final drive. Overall ratios: top 4.3, third 5.82, second 8.24, and first 14.5 to 1; on overdrive, 2.98, 4.04, 5.72 and 9.06 to 1.

Suspension.—Independent front, coil springs with anti-roll bar; half-elliptic rear; Woodhead-Monroe spring dampers.

Brakes.—Girling hydro-mechanical, with hydraulic front two-leading shoe and mechanically operated rear.

Steering.—Burman Douglas high efficiency worm and nut.

Wheels and Tyres.—Dunlop pressed steel 6.00×15in.

Fuel System.—12½-gallon tank. S.U. petrol pump.

Electrical Equipment.—Lucas 12-volt. Coil ignition with automatic advance by governor and vacuum.

Main Dimensions.—Wheelbase 8ft 6in, track 4ft 4in. Overall length 13ft 10in, width 5ft 6in, height (hood down) 4ft 4in. Ground clearance 6½in.

The gently curved tail houses the spare wheel and also provides luggage space loaded from behind the seat.

fits neatly into the standard free wheel housing at the rear of the gear box. As the overall gear ratios given by the standard box and final drive are 4.3, 5.82, 8.24 and 14.5 to 1 the overdrive makes the following ratios also available: 2.98, 4.04, 5.72 and 9.06 to 1. The purpose of the overdrive is to give a high cruising speed at moderate engine r.p.m. and, in place of the 18 m.p.h. per 1,000 r.p.m. of the normal top gear of 4.3 to 1, the road speed on overdrive top is 25 m.p.h. per 1,000 r.p.m., the Dunlop wheel and tyre size being 15 by 6.00in.

The normal free wheel control is adapted to select overdrive or normal drive, but for the gear box a short, rigid, ball-mounted lever is provided, offset from the centre towards the driver. This short lever is so positioned that it does not interfere with the convenience of the driver or passengers when three are sitting abreast; the driver can slide along the seat to use the left side door, the gear lever passing under his legs.

Steering has been modified by increasing the length of the drop arm, thus securing the effect of a higher geared steering with only two turns of the wheel from lock to lock instead of four turns. The steering box is mounted more towards the rear, and a Hardy Spicer universal joint is incorporated in the steering column to allow its rake to be adjusted to suit individual preference.

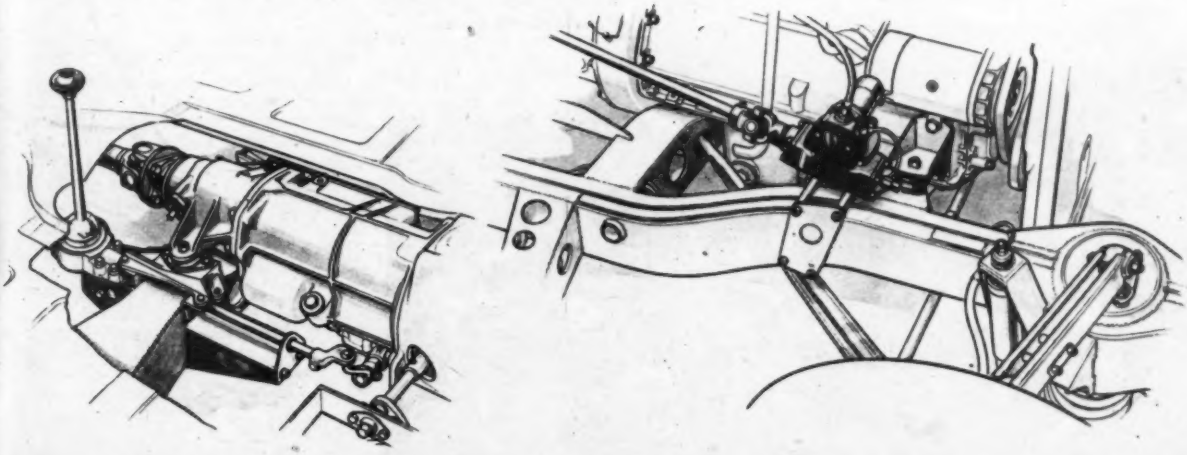
Brakes are Girling hydro-mechanical, with hydraulic front two-leading shoe brakes and mechanically operated rear, but the proportion of front and rear wheel braking is altered according to the different weight distribution resulting from the more rearward engine position of the Marauder, and from the seating position just ahead of the rear wheels.

In appearance the Marauder is distinctive, and inclines towards the Italian conception of the modern, full-width front. Thus the bonnet slopes downwards from a gently arched scuttle, and at the front merges into a down-curved, fixed cowl above a grille of four horizontal louvres. Between the front wheels the bonnet is lower than the arch of the long swept-back wings, which run right along the body sides to join the rear wings. The edges of the wings over the wheel arches are outswept slightly, and the lower edge of the body and doors also curves outwards. Head and side lamps are mounted in the wings.

On the scuttle is carried a single-panel, curved screen with pillars of thin section, so as to give little obstruction to vision. The bonnet top is in two panels, released by a control under the scuttle, hinged along the centre line, and giving free access to the engine compartment. The tail is not unlike that of the Rover saloon, but is flatter. The hood folds neatly into the body between the top of the seat squab and the tail panel. In the tail is mounted the spare wheel, and there is also a useful amount of luggage space, access to it being from behind the seat squab.

In the construction of the body use is made of certain Rover steel pressings, but the doors, bonnet, cowl and locker lid are in aluminium in order to save weight. Use is made of the door thickness to increase elbow room, so that with a seat which measures 4ft 4in across the squab a width is obtained at elbow level of 4ft 9in. The facia panel is neat and simple, with the instruments grouped in front of the driver and the switches in a small central panel; a large glove locker is formed in it in front of the passenger, and there are large and useful storage places in the doors. The price of the Marauder is £950, plus purchase tax in Britain of £285 15s, making a home market total of £1,235 15s.

The rear mounting (below) of the Marauder power unit. The short, rigid, ball-mounted gear lever is offset towards the driver. Right: In the Marauder chassis the engine is set well back in the box-section frame. The steering box also is farther back than in the Rover 75. It carries the S.U. petrol pump. The spherical joints of the radius rods lie within the cross member.



Little Kineton.

"A HANDFUL OF JEWELS"

By

Michael Brown

EIGHT LITTLE HAMLETS IN THE RED HORSE VALE

NORMALLY if you found yourself in the Midlands with a Jaguar you would not choose to go poking that elegant nose into tiny villages, for the Jaguar is a fast car that gives its maximum thrill on speedy roads. Viewed from outside (and it is one of the pleasantest views provided by the motor industry) the Jaguar is a big car, but once the driver settles comfortably behind the steering wheel the sense of bigness disappears in first-class visibility, maximum tractability, an excellent steering lock and a docility at low speeds for which Mr. W. Lyons and his enthusiasts at the fine new Coventry factory must be given great credit. I deserted A41 for the Midland lanes at Gaydon without the slightest qualms, two and a half litres of engine murmuring under the bonnet that that was all right by them. We went to Kineton.

Beyond Kineton, towards Stratford-on-Avon, are a number of little villages that the admirable Thomas Burke describes as "a handful of jewels" (*The Beauty of England*), and they lie in the Vale of the Red Horse. I regret that I know nothing of the Red Horse of the Midlands, although his white brother down in Berkshire is an old stable-mate of mine. Let that pass, however; what Burke does say is that these villages must be almost as the Elizabethan dramatists saw them, which immediately gives them interest. And as, to the half-educated—which the high-brows insist is all of us today—the phrase "Elizabethan dramatists" conjures up only one name, and that name intimately connected with the surroundings, I cast about for a Shakespearean character with which to compare my car. Alas, my knowledge was indeed only half-pint; the Jaguar was not the type of car that one would meet at Thisbe's byre, nor would it compose a ballad to a mistress's eyebrow. Certainly its qualities are not strained.

Enough, we are in search of villages. But let us digress once more for a refreshingly straightforward account of the great Will contained in *This England*, by W. S. Shears. It may be disputed by the pundits who seek to link Shakespeare with Bacon, or even Oxford, but for ordinary mortals driving Jaguars, Rileys, Morrises and Fords it at least pins the dramatist down to good Midland earth:

> "He was the son of John Shakespeare, a glover and alderman of the town, and Mary, who came of the family of Arden of Wilmcote which, in name, was known before the Norman Conquest. William, the eldest son, was educated at the grammar school, a foundation dating from the guild of the Holy Cross. He married Anne Hathaway of Shottery and set off soon afterwards (1587) to try his fortune in London. He returned to Stratford, a prosperous man of the theatre, and died at New Place on April 23, 1616, his fifty-second birthday. He was baptized at Holy Trinity church, and there he and members of his family are buried."

If we accept this account of the dramatist, therefore, we

The narrow road to Oxhill.

Pillerton Hersey.

Whatcote.

may assume that the villages—about a dozen miles from Stratford—were visited by Shakespeare, and that his eyes will have gazed at the Elizabethan cottages as ours do today, except that they would be nice new cottages in those days, while the nice new ones of today (looking rather distastefully ascetic) would not exist. Neither would Burke have seen many of them, and if some of the "jewels" now have the false sparkle of paste, Burke must not be blamed; moreover, in a few years time the new houses will have mellowed into their surroundings.

We first went to Little Kineton. Here the cottages are haphazardly scattered round a wide green on which grows the occasional tree. At Butler's Marston, a mile or so farther on, they are more sedately grouped alongside the main road. But at Pillerton Hersey, next on the list, the grouping is what the artist would call good composition, on a winding slope crowned with elms. The church here is a fine one, Early English and Perpendicular, with a 12th-century chancel, and glass in the East window, and with a 15th-century aumbry with rings for a Lenten veil. An aumbry, or ambry, is a niche near the altar for sacred vessels.

At Pillerton Priors you must turn left on A422 and then take the first right for Oxhill. This is very narrow, and the Jaguar, once embarked on the voyage, could not have turned back. Fortunately the road plunges down a hillside and then disappears up another one to the roofs of Oxhill in the distance, so that you can see almost the whole of it. And the lie of the land gives you a splendid view of the typical Midland scene. There is the flat plain, tree-scattered, the homesteads clustered in the shade, and all around the work of tilling the good farming land. The richness of Warwickshire encourages dairy farming, and five-sixths of the land are under cultivation, so that the engineering of Coventry and Birmingham do not take up by any means much of the county.

Responsive Stone

Oxhill has more new houses than some of the other villages, though its red ramblers and Shirley poppies do something to merge red brick into the stone of the other and older cottages. It is a good stone, having none of the grimness of northern building stone, but lacking, also, the sunshine of the Cotswold material. When the sun shines on it, however, the light is caught and held and one knows that to sit on a box, leaning back against the wall, would be a warmly pleasant way of viewing the gardens.

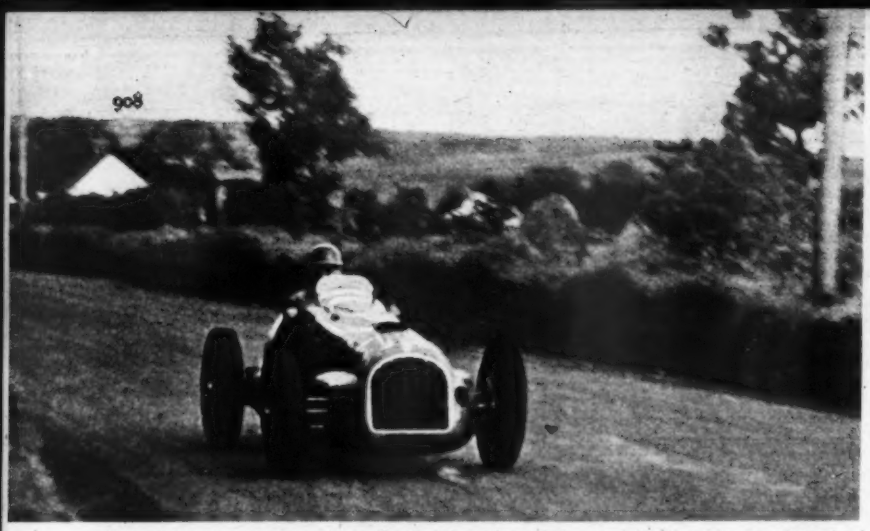
One of Whatcote's prettiest cottages is regrettably tumbledown, but here the wild clematis—"old man's beard"—has concealed the wounds. Idlicote shares Whatcote's suffix, and you must not miss Idlicote, although it entails a few hundred yards of lane up to the right. There are a village duckpond, overhung by willows, cottages and barns, and an unconscious artist has invariably unhitched a cutter and left it, angularly handsome, at a strategic point in the picture. Farther on, the lane gives way to a mellow old house and stables shadowed by tall limes, opposite which are a sandstone tower and building the nature of which I did not discover. Not that it matters, for the beauty of the structure is in the part it plays in the general picture. Idlicote is quite isolated, and here I should imagine that the Elizabethan state of affairs has been least altered. It is a charming spot.

In spite of the Jaguar's speed from point to point, my time was running short, and Honington was the only other of Burke's named jewels that I was able to include. Here the wide green again gives the cottages a fine setting, and the general neatness is to be commended. Best detail of Honington, I thought, was the slender bridge over the river just out of the village, on the road that joins A34 immediately afterwards.

I was due back at Gaydon, and a glance at the map showed that a good return route would be via the old Roman Fosse Way. There is no need for signs on this, the line being as straight as a die. It is not fast, but quite wide enough; the surface is wavy. One can cruise comfortably at 40 m.p.h., however, and the absence of road dangers enables one to pay more than usual attention to the scene on either side. And a good scene it is—agricultural all the time, and probably, like the villages, looking much the same as it did to the great Will. Altogether this is a very enjoyable way of projecting oneself back into medieval England, and I made a mental note of the fact that Warwickshire still owed me half a bracelet of Burke's jewels, the finest stone in which is undoubtedly Compton Wynyates; but that, I hope, will be another story.

Idlicote.

Honington.



Peter Whitehead approaching the timed section of the straight after the grandstand in his Ferrari; on one lap his Ferrari covered the measured distance at 134.7 m.p.h.

DUNDROD DÉBUT

GOOD RACING ON FAST NEW ULSTER CIRCUIT

LAST Saturday the Ulster Automobile Club organized the first races to be held on the new 7.4-mile circuit at Dundrod, Co. Antrim. There were two events: the ten-lap Ulster Handicap, with a varied entry including all types of car from Powys Lybbe's 2.9-litre Alfa Romeo to H. H. Cowzer's outwardly standard Riley tourer, and the fifteen-lap Ulster Trophy race for Formula 1 cars.

Practice periods had shown the course to be slightly slower than had been anticipated, few cars attaining their set handicap speeds. Moreover, race day itself turned out miserably damp and misty, which reduced speeds still more; but, in spite of the conditions, a large crowd gathered at all the principal vantage points before the start of the first race. This was the handicap event, with a total field of 38, the limit man receiving two laps start from Powys Lybbe, who was on scratch.

It soon became apparent that those with the best chance of success were Cowzer, the limit man, M. P. Cahill with his well-known Iona Special (based on a 1934 N-type M.G. Magnette), Joe Kelly's new I.R.A., consisting of a 1½-litre Riley engine in a 1,100 c.c. Fiat chassis, and the Monoposto Alfa of Powys Lybbe. The last-named had the unenviable task of ploughing his way through the entire field; but so well did he set about it that he was in tenth place by half-distance, tearing past the stands with the typical low-pitched Alfa Romeo roar and averaging over 117 m.p.h. on the short timed section which the club had installed in the middle of the straight. There was plenty of trouble among the remainder of the field; Prosser crashed his Cooper, fortunately without hurting himself, while the two J.P.s (Scottish-built specials closely resembling Coopers, one with a 500 c.c. J.A.P. engine and the other a 1,000 c.c. Vincent) were both unhappy, the larger version visiting the pits on several occasions before finally retiring.

Cowzer, driving fast and well at the head of the field, appeared to have an unassailable lead, although Powys Lybbe was going faster on every lap; but with only two laps to go the Riley's engine gave up, and Cowzer was forced to retire at the Hairpin. Powys Lybbe now jumped into the lead, followed by Kelly, Cahill and J. T. Sutherland, in a TC M.G.; as the faster cars were now in front, this seemed likely to be the finishing order; but there was still a last-minute surprise to come. The chequered flag was unfurled and down the road came the triumphant old Alfa—Powys Lybbe had deservedly brought it off; but as officials and spectators alike waited for Kelly to appear, in his place came a bunch of cars (some of them laps behind), including both Cahill and Sutherland, who thereby took second and third positions. Over on the far side of the course Kelly was struggling blasphemously to repair the broken lead to his electric petrol pump. This done, he set off once more, only to round a fast corner and discover his path blocked by one of the several Ford Ten specials, which he thereupon rammed smartly in the sternsheets. Still undaunted, he resumed, finally finishing seventh after an eventful drive. Heaslett's TC M.G. was fourth, Wilkinson's Silverstone Healey fifth and Ted Lund sixth, in Skelly's Lea-Francis Special, with which he won the Blandford Trophy race in May.

T. C. Harrison (B/C-type E.R.A.) crossing the finishing line in the Ulster Trophy race, in which he was third.

PROVISIONAL RESULTS

Ulster Handicap (race distance 74.2 miles, 10 laps of 7.416-mile circuit):

	m.p.h.
1, Alfa Romeo 2,904 s A. Powys Lybbe (scr) 1h 4m 20.2s	76.27
2, Iona Spl 1,287 M. P. Cahill (6m) 1h 5m 46.8s	67.64
3, M.G. 1,250 J. T. Sutherland (6m) 1h 5m 47s	67.64
4, M.G. 1,250 M. Heaslett (1 lap + 5m) 1h 7m 5.2s	60.60
5, Healey 2,443 E. J. Wilkinson (3m) 1h 7m 21s	69.15
6, Lea-Francis 1,670 E. W. K. Lund (1m 30s) 1h 8m 27s	69.58
7, I.R.A. 1,496 J. Kelly (1 lap + 1m) 1h 8m 38s	62.93
8, M.G. 1,250 T. N. Large (6m) 1h 8m 52s	64.61
9, Mercury Spl 3,622 C. E. Maunsell (1m 30s) 1h 9m 6s	68.87
10, M.G. 1,250 Miss E. Ingram (1 lap + 5m) 1h 8m 12s	58.72

11, M.G. 1,250 (T. Flack); 12, M.G. 1,087 s (J. H. Webb); 13, Ford 933 (J. Quinn); 14, Riley 1,496 (R. A. Ardill); 15, Riley 1,089 (E. Connell); 16, Cromard Spl 1,767 (B. de Mattos); 17, M.G. 1,287 (R. G. Lovell-Butt); 18, Ford 964 (A. W. Fleming); 19, Ford Spl s (S. Durbidge).

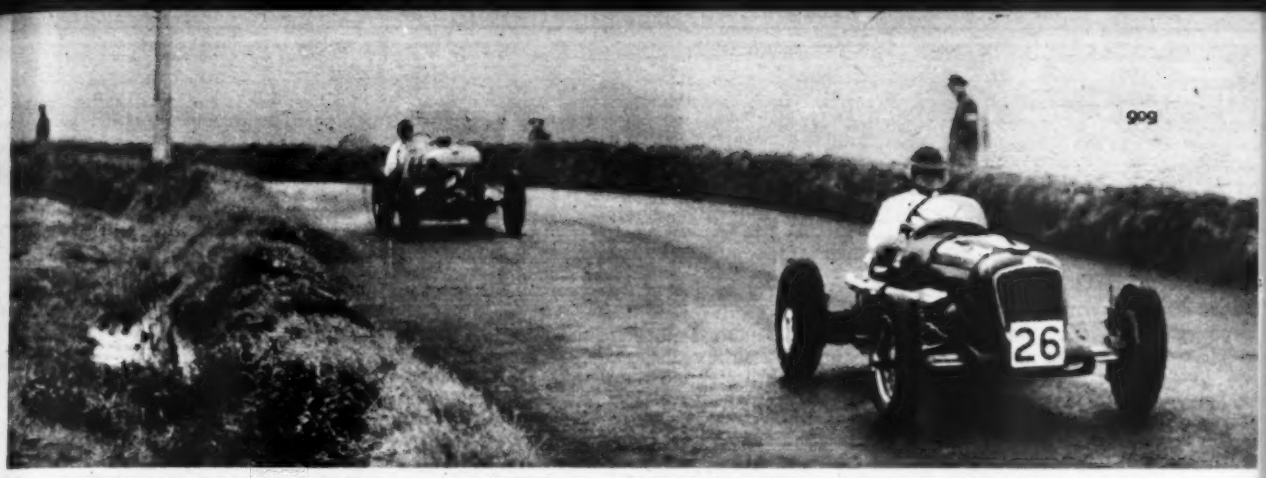
Fastest race average, Powys Lybbe, also fastest lap, 5m 38.2s, 78.94 m.p.h.

Sir Basil Brooke, Prime Minister of Northern Ireland, congratulates Peter Whitehead after his decisive victory in the Ulster Trophy race.

THE ULSTER TROPHY

THERE were thirteen entries for the scratch race for the Ulster Trophy, but unfortunately Butterworth's A.J.B., Hector Graham's Cooper, David Murray's Maserati and G. W. McCrea's R-type M.G. were non-starters. Rather surprisingly, the fastest lap in practice had been set up by Brian Shawe-Taylor (B-type E.R.A.), at 85.92 m.p.h., and he therefore occupied inside front berth on the starting grid. Next came Peter Whitehead's Ferrari, Harrison's E.R.A., Gerard's E.R.A., Kelly's two-stage supercharged G.P. Alta, T. N. Large in Kelly's 6C Maserati, Sydney Allard's J2 Allard, Crossley's Alta, and—in solitary state at the rear—Baird's much-modified two-staged K3 M.G. Magnette.

Fortunately, the rain had now stopped and the mist cleared, while the road was drying rapidly; raincoats and umbrellas were disappearing, and the whole scene took on a brighter and more cheerful



J. H. Webb, in the K3 M.G. Magnette with Lancia i.f.s. which formerly belonged to Ian Nickols, followed by C. Maunsell, in Robb's Mercury Special, as they accelerate away from the Hairpin during the Ulster Handicap.

aspect as the clouds cleared away. When the flag fell Harrison snatched a momentary lead from Whitehead and Shawe-Taylor; but by the time the cars reached Cochranstown Corner, Whitehead was in the lead and Bob Gerard had come up into second place. At the end of the first lap, Whitehead held an eight-second lead over Gerard, who was closely followed by Harrison and Shawe-Taylor; then came Kelly, Allard, Large, Crossley, and Baird. Next time round Shawe-Taylor was third, beginning to catch Gerard, while Crossley's Alta, which had suffered a series of disquieting troubles in practice, stopped at its pit; it restarted, but went out altogether after four laps when the magneto drive sheared. One lap later, and Shawe-Taylor was out with the same trouble; a pity, as he had been driving very well and a good struggle appeared likely to ensue between himself and Gerard.

From then on there was very little change in the positions; Baird, whose much-modified Magnette had been going very fast, first used the escape road at Leathemstown Corner, and, on his seventh lap, crashed at Quarterlands Corner, damaging the car considerably and breaking his ankle. Sydney Allard, who was gaining valuable experience of the circuit before the Tourist Trophy race which is to be run there on September 16, was forced to retire after nine laps with a blown cylinder head gasket.

Gerard, trying all he knew, closed slightly on Whitehead in the later stages of the race, lapping at 85.02, fastest to date, but Peter, apprised by his pit of this threat, replied with a lap of 87.08 m.p.h., which put the issue beyond all doubt. However, his victory was almost lost, the Ferrari running out of fuel and coasting over the line to win; Kelly's Alta also ran out of fuel, but, fortunately for him, after he had finished in fourth place.

Ulster Trophy Race (race distance 111.2 miles, 15 laps of 7.416-mile circuit):

	m.p.h.
1, Ferrari s P. N. Whitehead 1h 19m 9s ..	84.32
2, E.R.A. s P. R. Gerard 1h 19m 25s	84.04
3, E.R.A. s T. C. Harrison 1h 20m 24s ..	83.01

4, Alta s (J. Kelly) 14 laps; 5, Maserati s (T. N. Large), 14 laps.

Retirements: Allard (S. H. Allard), laps (gasket); M.G. s (R. Baird), 7 laps (crash); E.R.A. s (S. N. Shawe-Taylor), 5 laps (mag. drive); Alta s (G. Crossley), 4 laps (mag. drive).

Fastest lap: Whitehead, 5m 6.6s, 87.08 m.p.h.

B.A.R.C. MEMBERS' MEETING

BIG ENTRIES IN NINE 5-LAP EVENTS FOR SPORTS CARS

A DAY out for the sports car people was organized by the B.A.R.C. on August 12 with a Members' Meeting at Goodwood. Seven scratch and two handicap events, all of five laps, attracted a big entry.

The first event (up to 1,100 c.c.) was dominated by M.G. and Riley entries. It became a duel between the sleeved-down TC Lester M.G. (Lester) and R. W. Jacobs' M.G.; the latter passed sensationally on Woodcote corner and won at 67.40 m.p.h. The second (1,100-1,500 c.c.) showed fine form in a sports-type Cooper, driven by John Cooper and using a 1½-litre M.G. engine. Pulling remarkable acceleration out of the bag and looking just like an undersized G.P. car on the corners, with its all-round independent suspension, the little car won with an aggregate speed of 71.74 m.p.h. Behind him, a private duel was fought out by Mrs. Nancy Binns with her old 1½-litre Riley and the old chain-gang F.N. of D. Parker.

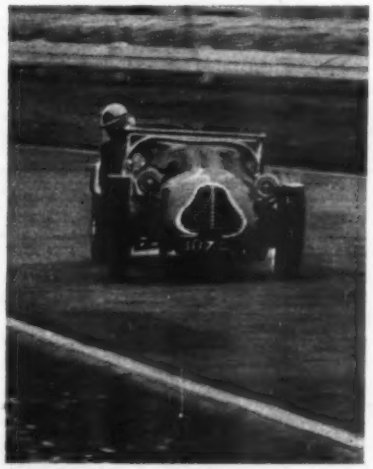
Old arguments about cart-axles and i.f.s. were revived by Kenneth McAlpine's victory in the Connaught in the third event. Taking the lead from a field including Healey Silverstones and B.M.W. 328s, he whistled round Woodcote, the most severe corner on the course, in a masterly manner, and by the second lap had a tremendous lead. The older brigade had a look in at the fourth, over-3,000 c.c. event, when Guy Gale handled his big 4-litre Darracq very well. In second place, though never a serious challenger, was J. Goodhew with the 4½-litre Meadows-engined Lagonda which once held a Brooklands record.

Ten Bentleys, mostly of the old *camion le plus vite* brigade, punished the track in a one-make event. Two 3-litres (1923), driven by J. H. Bailey and J. A. Williamson, saved their 2 min 25 sec allowance from the bigger cars, and went round neck-and-neck the whole way. Their arm-in-arm saunter round Woodcote was something to see.

Two handicap events, in which for the first time blown cars appeared, topped off a splendid day's racing. In spite of unknowing laughter from the spectators, Guy Templer's Fiat 570 c.c. coupé buzzed round like a single-minded bee to save his time from a very fine old blown 2,336 c.c. Alfa Romeo driven by P. Fotheringham-Parker. The little car ran with a low ratio axle. An interesting race with a wildly diverse entry was a triumph for the handicapper.

The last handicap settled down as something of an M.G. event, with a whole bunch going round in close company to a fine finish, embellished by a real dust-cloud contributed by J. G. S. Sears' M.G., which left the track at Woodcote and rejoined the boys without, apparently, decelerating at all.

Altogether, a successful meeting, with good racing, no untoward incidents and, owing to the kindly shortness of the races, a minimum of expensive noises.



The M.G.-engined Cooper (John Cooper) was impressive on the turns.

RESULTS

Up to 1,100 unblown: 1, M.G. 1,086 (R. W. Jacobs), 67.40 m.p.h.; 2, Lester M.G. 1,087 (H. Lester).

1,100-1,500 s.c. unblown: 1, Cooper 1,250 c.c. (John Cooper), 71.74 m.p.h.; 2, Lester M.G. 1,468 (J. C. C. Mayers).

1,500-3,000 s.c. unblown: 1, Connaught (K. McAlpine), 75.47 m.p.h.; 2, F.N.-B.M.W. (R. F. Peacock).

Over 3,000 s.c. unblown: 1, Darracq 3,996 c.c. (G. Gale), 76.70 m.p.h.; 2, Lagonda 4,500 c.c. (J. Goodhew).

All-Bentley handicap: 1, 1923 3-litre (J. H. H. Bailey), 60.76 m.p.h.; 2, 1923 3-litre (J. A. Williamson).

Handicap "A": 1, Fiat 500 (G. Templer), 51.71 m.p.h.; 2, Alfa-Romeo 8. (P. Fotheringham-Parker).

Handicap "B": 1, Lester M.G. 1,087 c.c. (H. Lester), 67.79 m.p.h.; 2, M.G. 1,293 c.c. (W. P. M. Constable).

THE TEST IN AMERICA

TRANSATLANTIC LEARNERS ALSO HAVE SOME PROBLEMS

A FEW years ago there were certain States in the U.S.A. where you could merely drop into a drug store, and for a few dollars buy yourself a driver's licence. Without having been behind a wheel before, you could then legally hop into a car and do your best, or worst, as the case might be. Naturally, these States produced some pretty dreadful drivers, self taught. I believe Ohio was one of them. Whenever you saw a car with an Ohio licence, the only safe thing to do was to stay well and far behind, or pass quickly with heart in mouth. Or better still, change your route, if the driver from Ohio seemed to have chosen the one you intended to take.

The remainder of the States, however, have always given some kind of test before issuing a driver's licence. They vary in degree from moderately simple to quite difficult. The age limits for owning a licence vary also. Pennsylvania, which is about the average, sets it at 16. Their test has, I believe, always been one of the toughest, or maybe I just think so, because it is the one I took. Many fail on their first test, and some even on their second. For some reason I have yet to discover, I passed the first time.

Test Rig

The test in this state, and I imagine in many of the others, is quite a different affair from the British test. It is done in a sort of proving ground, with obstacles laid out in order. It is not done under "live" traffic conditions, as it is in England. Whether this is good or bad, I leave the reader to judge. Traffic is certainly more alarming to the beginner than anything. At the stage of driving I had then attained, the Pennsylvanian test was bad enough.

I did not own a car, and had always avoided applying for a licence, knowing full well that when I had got one, my constant borrowing of relatives' cars would sooner or later mean that I wrecked one, and its ruin would be on my conscience for ever. Maiming myself in my own car would have been a minor matter. I decided that I had better go to a driving school. I booked at the one with, statistically, the best reputation; my own name must by now have gone to swell the list of successes. They used their own cars, with dual brake and clutch to take some of the responsibility out of the learner's hands. All the usual manœuvres were taught, including starting on hills. There is also traffic instruction, with experience in rain, darkness, and on slippery tramway tracks. It was all very useful.

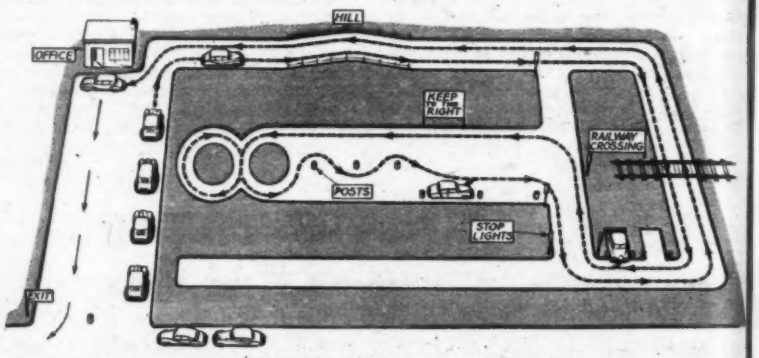
The test ground contains most of the obstacles that can be encountered apart from traffic. It must be admitted that I was, at that time, thankful for this mercy. The instructor collected me in a new Dodge convertible, which was used for the tests because it was easy to drive, and doesn't easily stall. The examining, like other things in America, is done on a large scale. There were about thirty or forty cars in the queue (yes, queues even over there). It all added to the suspense until there were only about two cars ahead of us.

The State police conduct the test, and one of them suddenly appeared at the window and barked out "head lights," "dip," "parking lights" in rapid staccato, to see if I had the positions of the various knobs in mind. The instructor who sat beside me was able to give a little whispered help. He seemed the only friend in the world at such moments, and especially when he left the car; the test was on.

A policeman was the next occupant of the seat, and he told me to drive on. Nerves almost sunk me at the outset, for my foot was so unsteady on the clutch that the car moved forward uneasily. The cop just waited to see if I would manage to stop at the lights at the other side of the bridge which were the first obstacle. I stopped, and without shaking us both out of our seats. Having been over the course orally several times with the instructor, I knew enough not to stop at the railway crossing. "How would Hollywood manage without them?" I remember thinking. To reduce speed and look both ways is all that is necessary. The cul-de-sac next, with posts on each side, to represent garages. Here I had to stop and back in. One up on the English test, I have since thought, and I managed to get in accurately. In excitement at this, the "keep right" sign was neglected, and I was bowling down the central road, keeping brightly to the middle.

Some of the policeman's comments at this made me certain I had failed. So, with the relaxation that comes from desperation, I took it easy from that point.

There is a circle to be driven round and then some posts that represent parked vehicles. This is another feature that is not dealt with in the British test. It was accomplished first shot, largely because of practice at the school, and I went on, back to the starting point and office. Here there is an oral examination. Some of the questions have a special American flavour, like a Coca Cola, such as "How far from a fire plug can you park?" and "What do you do when you hear a fire engine, or an ambulance siren?" The American Highway Code had been studied well beforehand.



The test ground used by the State of Pennsylvania for licence applicants has most of the hazards and difficulties of driving on the roads, including a level crossing and a humped back bridge.

The policeman was jotting down things in a little black book, in the way that policemen have all over the world. He looked up finally. "O.K., I'll pass you." In the vague distance, I heard the voice of the instructor muttering, "but if you want to STAY on the roads here, keep to the right." He grinned for the first time. "You're in the United States now, not in England."

Ever since, I have been wondering if I would pass if I took the test again.

V.E.

Petrol and Scarborough

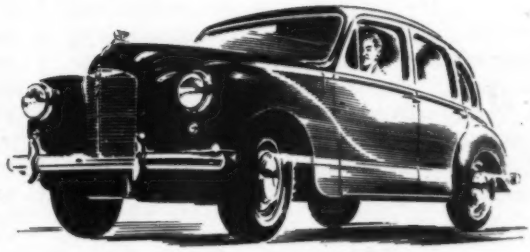
SOME idea of the effect of petrol derationing on holiday motoring has been obtained by a traffic census taken by the *Scarborough Evening News*. This was taken over the August Bank Holiday weekend and the comparative year is 1947.

Car trippers showed a 30 per cent increase, but car visitors intending to stay showed a 16 per cent decrease. Coach trippers showed increases in both directions. Trippers were 20 per cent up, and staying visitors 10 per cent.

O.H.V. POWER PUTS AUSTIN FIRST

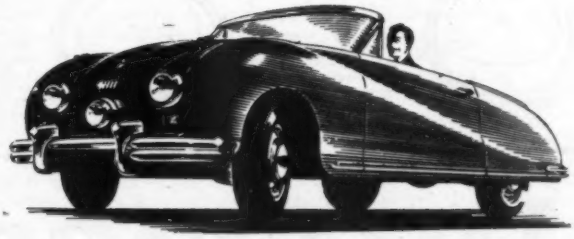
Power-packed, economical O.H.V. engines put Austin first on all counts. First to capture 108 records at Indianapolis U.S.A.—with a stock A90 Convertible. First to travel from Britain to the Cape in 24 days—in the A70 Saloon. First to gain 48 records at Long Island, New York—with a stock A40 Saloon.

A40
LONG ISLAND
(A stock A40 holds 48 records)



A70
BRITAIN TO CAPE TOWN
(In 24 days, 2 hrs.—fastest time ever)

A90
INDIANAPOLIS
(A stock A90 holds 108 records)



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For the first time!

SURE PROTECTION AGAINST TYRE-BURST ACCIDENTS

AMAZING LIFEGUARD SAFETY TUBES MAKE BURSTS HARMLESS AS A SLOW LEAK

MOTORISTS no longer fear the effects of a sudden tyre-burst . . . the dangerous instability set up by split-second axle-drop, and the quick swerve that can so easily cause a collision, or send your car clean off the road. The arrival on the market of the revolutionary new Goodyear Lifeguard safety tube makes tyre bursts as harmless as a slow leak.

Lifeguards enable you to bring your car to a gradual, straight, controlled stop after the most violent burst. Inside the outer wall of the Lifeguard, a tough 2-ply safety tube takes the weight of the car. Axle-drop is so slight that it has no disturbing effects at all. Your safety is complete.

Strongly-built Lifeguards outlast as many as *three* normal tubes. They are an economical and very practical life insurance policy, covering every member of your family. Fit Lifeguards now, and ensure your future motoring safety.

LIFEGUARD to the rescue!

WHAT HAPPENS IN A 'BURST'

LIFEGUARD SAFETY TUBES by GOODYEAR

FOR YOUR FAMILY'S SAKE, FIT THEM NOW

On being a Steward

HE MUST CONFINE HIMSELF TO THE REGULATIONS

by ***CASQUE***

SOME time in a competitor's experience comes the day when he is asked to be a steward of the club meeting. Now considerable experience suggests that the purpose of a steward is very widely misunderstood, by others as well as those who think that they are responsible for carrying light refreshment to the intended consumers. You see, the steward, or more probably stewards—for there should be at least two and, better still, three—are a queer combination of policemen with magistrates, having powers of the high justice, the middle and the low, but benevolent for all that. Mark the word benevolent, because that is where so many people get it all wrong.

The steward's job is to see that the competitors are justly treated by the organizers, the organizers by the competitors, and that the crowd of spectators is not hurt or any unreasonable risk run by drivers, apart from the general danger of the game. It follows, then, that the stewards must know the regulations thoroughly and also such national or international regulations as apply; and that, as they are in some sort judges, having to decide any argument arising from the competition, they should not do anything whatsoever which would prejudice that judgment. Very often the harassed Clerk of the Course or some infuriated competitor asks a particular steward whether such and such a thing is right, thereby putting the steward in an awkward position, because he quite obviously should not give any official decision unless the matter is raised for the consideration of all three stewards and all the evidence in the case—not merely one man's—is available.

Acting as a Body

The only circumstance the steward should consider is a written protest made according to the rules and even then he should not give any personal decision, but only the finding of all three stewards. It follows that a steward should not make rules, which is one of the things one notices occurring time after time. It is all very well to say that there "ought" to be a rule allowing or forbidding such and such a thing, but it is not within the steward's power to make a rule at all and the only time he can act on his own authority is in a crisis concerning safety of the drivers or spectators; even then he should act with the utmost caution. Another point is obvious; the organizers have made a series of rules and the competitor enters under the conditions laid down in those rules. Now it may be that the rule is badly worded, that the organizer had every intention of forbidding some particular thing, but that to a reasonable and normal person the wording of the rule does not convey the meaning attached to it subsequently by an official. That is where a great deal of trouble arises, for the stewards can only interpret the rule as laid down. They cannot take into consideration what the organizers *hoped* would be done.

Similarly, of course, stewards have no right to modify a rule, save in cases concerning danger and, much as one would like to see old so-and-so run, though he has been late for scrutineering and is otherwise in a pickle, there is no power by which the stewards can alter regulations which reject his claim. Again, it is obviously most unwise for a steward to give orders personally, because in doing so he might create a situation from which a protest might arise and then he would be in the awkward position of having to judge in the light of his own action. Obviously, too, he must not act, or take part in any way, in the actual running of the competition.

The Reason Why

For example, if a steward were to start a race purely in order to help the Clerk of the Course, that steward would be biased if any protests arose as to the method of starting, and there are many other instances of which one can think. Giving orders to spectators or officials is possible but unwise, since any necessary orders can usually be given by the Clerk of the Course, and it was never intended that stewards should go round personally ordering people off the course.

Many years ago a man most wise in all that concerns the laws of motor racing, having, I believe, some experience of Jockey Club rules, made a statement which is of great interest. He said: "In my opinion the stewards of a meeting should not watch any of the competitions in that meeting," for the very simple reason that they might see an accident as, for example, one car baulking another which, being so, it would be impossible for them not to form a personal opinion on the accident. Obviously, a judge who has formed a personal opinion on a matter which is to be brought before him is biased.

Now manifestly this is carrying the thing to its extreme and, in any case, the stewards have to watch most care-

ON BEING A STEWARD . . . . . *continued*

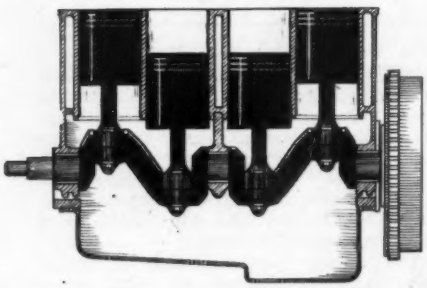
fully to avert any possible, sudden danger, but the principle behind the dictum holds good and that to my mind is where so many stewards go wrong. You see a man wearing a steward's armlet fussing about at the start or the finish, sometimes telling competitors not to do something, often bombarding the Clerk of the Course with suggestions, and it would be far better if the steward remained quite calm until the matter came officially to the notice of all the stewards.

This may seem rather an odd subject to discuss, but I think one worth while, because the ultimate arbiter in all competition matters is the steward and he should be the guarantee that every competitor is treated with equal fairness and that no competitor obtains unfair advantage by breaking the rules. The steward's decision may be wrong, because there has been insufficient time to consider every aspect of the difficult case, but if that happens, there is a set routine for an appeal, which ensures that any disgruntled person can obtain a proper verdict.

And a steward should have much experience, because everybody in the competition should know that he understands all the difficulties most thoroughly, preferably from practical experience. Finally, a steward can do a great deal by unofficial advice to help a meeting run more smoothly. There have been many occasions when a steward has been asked whether the organizers could do this or that. If the matter is treated unofficially, and a little advice given with, on certain occasions, the signal tactics of Nelson at Copenhagen, much will be smooth that is otherwise extremely rough.

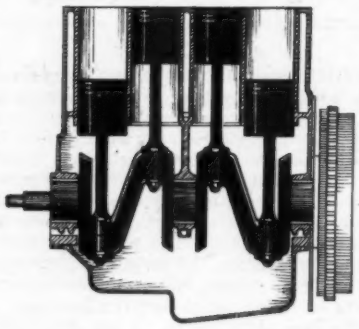
Engine Capacity and Insurance

SOME DAY THE OBSOLETE METHOD OF RATING MUST BE REVISED



Designed with dimensions which confer important advantages, the short-stroke engine on the left is penalized by the British insurance system. A big bore and abnormally short stroke reduce friction, improve breathing capacity and produce an engine which thrives on hard driving, but as the bore is 93 mm, the R.A.C. rating would be 21.4 h.p., in spite of a capacity of only 1,760 c.c. swept volume.

The "vintage" long-stroke engine on the right has an almost identical capacity—1,775 c.c.—but owing to its narrow bore would be rated as 13.2 h.p. The diagrams are based on actual engines.



RECENTLY *The Autocar* recorded that research groups of the Insurance Institute of London had decided against making any violent change in the method of assessing motor insurance premiums. Broadly, it was agreed that from the underwriter's point of view the driver is the essential consideration and that policies may eventually be redrafted to cover the individual rather than the car, but the likelihood of any revision is remote.

The reports are interesting, particularly because to one of the groups engaged on an examination of current factors the adviser was an experienced underwriter, until last year assistant general manager of a famous tariff office. As long ago as 1930 the underwriter in question was actively conducting a campaign for a revision of the methods of premium assessment.

The h.p. formula for insurance was devised by Mr. Walter Bersey, who did not start his career in insurance. He was originally a partner in the old Farman Automobile Agency in Long Acre, London. Employed extensively as an engineer, he was critical of the methods of assessing premiums which, in those days, were payable according to benefits selected. Bersey's lively mind evolved a scheme whereby h.p. and value decided the rate. The formula worked, and, in a romantic age of development, soon drove out the old method of rating. But is it not now time that it was itself superseded?

In 1930 the underwriting adviser referred to earlier (Mr. Herbert Rowntree) was arguing and lecturing in this way. He pointed to the discrepancies arising when a six-cylinder Morris Oxford of 1,938 c.c. was rated at 14.9 h.p. and cost £15 12s 6d to insure. A four-cylinder Hillman of 1,955 c.c. was rated at only 12.8 h.p. and cost to insure £13 2s 6d, yet both cars were of approximately the same c.c., whereas a Morris Oxford could be bought for £285 and the Hillman cost £385—a huge difference in 1930 which could not but cause heavier cost for replacements. To quote a more extreme case: a 3,180 c.c. Chevrolet of 26.3 h.p. cost only £190 to buy, but £19 12s 6d to insure. Which of the rates was the most equitable?

Group System

Mr. Rowntree's plan involved a system of grouping and a control standard. Each new model as it came out would be allotted to a certain group by a committee of underwriters and motor engineers. The assessment for grouping would be based on such things as selling price (essential to arrive at the full cost); brake horse-power in relation to weight and stability and braking efficiency; design and vulnerability to damage and accessibility for repair; availability of replacements. Probable usage featured large in the scheme. The different types of driver attracted to two models identical in cubic capacity but vastly different in performance are obvious. The risk, from the insurer's point of view is, therefore, governed by the type of car into which the engine is built and the type of driver who will constantly handle it; it is not necessarily governed by engine size.

The obvious time of recent years to effect a revision was when the smallest number of cars was insured, and this must have been at some point during the war. That opportunity was lost. Today the staffs of all motor departments must be flooded with work, and the difficulties of effecting a revision are immense, even if the general body of underwriters accepted the need for a new formula.

The R.A.C. rating has gone from taxation. But buyers here are still to some extent influenced by the old feeling that insurance costs "£1 per h.p.," so design remains arbitrarily affected and directed towards the production of the lower c.c. cars which will eventually again be difficult to sell abroad. It would be of assistance to the motor industry if a new basis of premium rating were evolved.

INSURANCE STUDENT.

INTERNATIONAL ALPINE TRIAL

SUNBEAM-TALBOT WINS AGAIN 1st & 2nd

(2 litre class)

(Drivers: G. Murray-Frame & Norman Garrad)

Also CHALLENGE CUPS

For Best Performance in 2-Litre Class

Stelvio Pass Climb. Timed Test on Autostrada, Monte Crocé Climb

1st

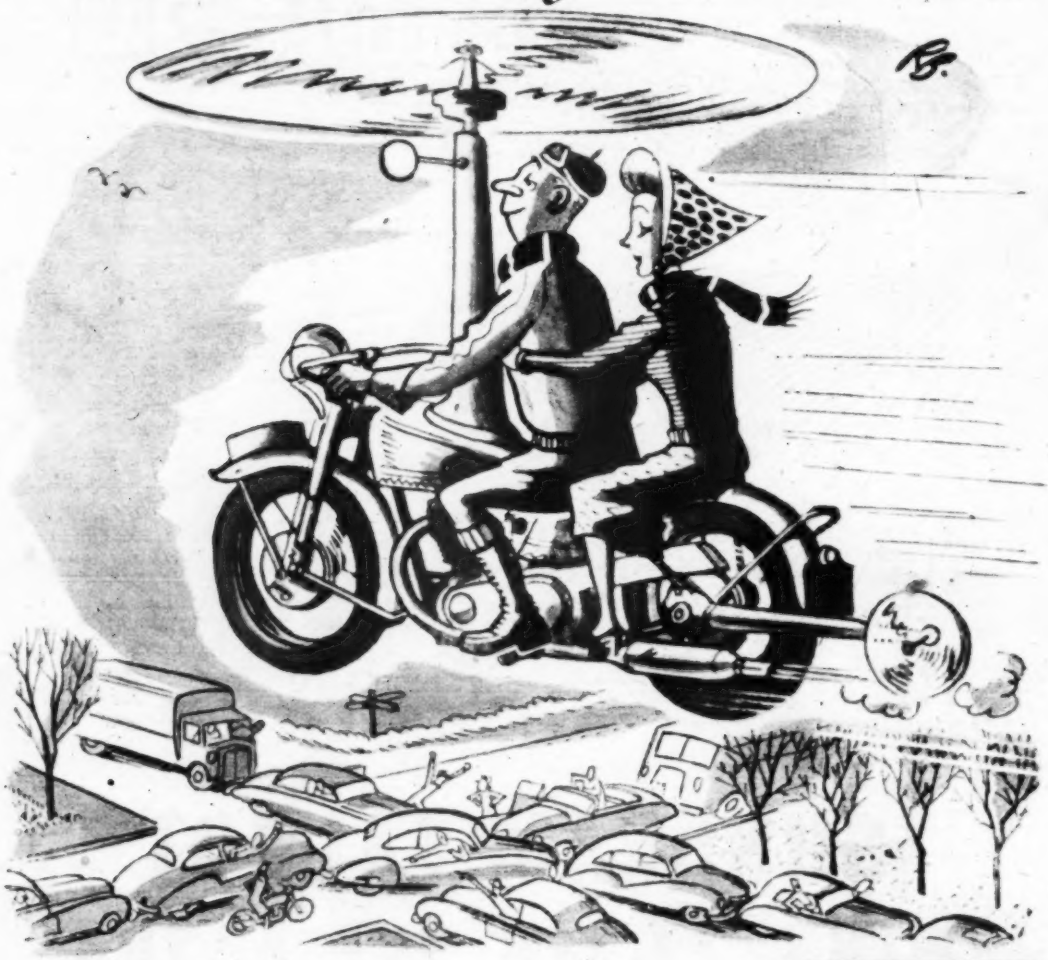
(2 litre class)

• ACCELERATION & BRAKING TESTS

Subject to official confirmation

THE SUPREME SUNBEAM-TALBOT • A PRODUCT OF THE ROOTES GROUP

Motor how you will . . .



I will give you

MORE MILES PER GALLON!

says Mr. MERCURY

All kinds of remarkable things can happen when designers really get cracking. But whatever they may think up for you (short of rockets or atomic turbines) National Benzole Mixture will always be the spirit to give you more miles per gallon. That's because benzole is not only an effective anti-knock substance, but it is also a powerful fuel in its own right. Let's hope it won't be long before you can ask for it—and get it!

NATIONAL BENZOLE MIXTURE

15C

At Great Tew, a mellow village of Cotswold stone in Oxfordshire, the stocks formerly used for wrong-doers still stand on the green.

CORRESPONDENCE

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PARKING COURTESY

Kerb Barriers in Derbyshire

[62847.]—I read with interest letter [62826]. In Derbyshire, until quite recently, a great number of the main roads had wide grass verges, and, unless one stopped in sudden emergency, it was always easy to park with all, or the major part, of the car off the road.

Now, the grass verges are still there, but high kerbs are being put down so that one cannot park off the road. Not only can one imagine that there will be far more cars overturning by hitting the kerb in skids, but also good safe parking is impossible.

If this is being done for some obscure safety first measure, could you possibly enlighten a puzzled reader? With the accident toll mounting up, one feels that nothing should be done to roads which does not have safety first as its aim.

Newcastle, Staffordshire. NELLIE KIRKHAM.

[Apologies to our correspondent, but such road works remain a mystery to us. In other places, flat kerbs are deliberately laid—ED.]

TV SUPPRESSORS

Why Should Motorists Pay For Them ?

[62848.]—As a motorist, already, in the words of the song, "bewitched, bothered and bewildered," the correspondence in certain contemporary publications about the selfishness of motorists in not fitting suppressors to their cars and thus interfering sometimes with the entertainment of some television viewers really gets me mad.

Exactly why should motorists, who as a class make more than a fair contribution to the national kitty and receive precious little for it, dig down into their almost empty pockets to buy extra gadgets for the benefit of this other and even smaller minority, a minority that already enjoys entertainment largely paid for by the not so lucky majority of the community? If the trouble from interference caused by vehicles is serious—and there are many other possible sources of interference—I suggest the B.B.C. or its financial guardian, the Post Office, should arrange the free issue of suppressors via the vehicle licensing authorities, issues to be noted in vehicle registration books and to be non-recurring. This would at least continue the subsidizing of a minority by the majority, not at the expense of another and less happily treated minority.

Aylesbury, Buckinghamshire. R. P. HAGERTY (Dr.).

DIGITAL COINCIDENCE

Ringing the Changes on 468

[62849.]—Letter [62827] reminds me of another curious series of number plates.

The numbers on three of my recent cars have all been the same three figures, but in different orders.

I had a 1938 Austin Twelve, DPO 468, then a 1946 Austin Sixteen, KPO 648, and now I have a 1950 Austin Sixteen, LGO 684. W. M. FAIRE.

London, S.W.15.

INDICATORS

Compromise Suggested from Denmark

[62850.]—I have read your leading article in *The Autocar* of July 28, "Left or Right?"

Indicators of the semaphore type have been compulsory in Denmark for nearly 20 years, and we have learned a good deal about them. They have too big blind areas and, as most people are apt to use them mandatorily and not, as you rightly emphasize, informatively, this is a very serious drawback.

However, the American "blinking light" types also have their shortcomings. They cannot be seen from the side, and this makes them dangerous, especially to cycles and motor cycles. They are also difficult to mount on the rear of many trucks, and as Danish law has demanded that signalling from cars and trucks should be the same, this has made them unacceptable here.

In my opinion, a combination of the two systems would be the best solution. A semaphore mounted near the windshield and about the same height can be seen from front and side and the blinkers will show in what is now the blind area.

Copenhagen. B. BÜLOW-JACOBSEN.

ROADWORTHINESS

Why Put Pipes and Cables Under the Highway ?

[62851.]—"Roadworthiness" in your issue of August 4 is very interesting and will, it is to be hoped, help to put the matter in a proper perspective. I think, however, that most people will agree that before the question is put to any regulations at all the matter of car-worthiness *of the roads* should receive prior attention.

One would imagine that none of the road authorities ever drives cars; otherwise there seems to be no answer to the question: "Why are the roads in such a state"? One very large reason is the ridiculous and extremely expensive habit of digging up the roads to put down pipes, cables and so on. In South Ireland there are no pipes to put under the roads and the difference is very noticeable. There is not the least necessity to dig up the roads for pipes or to put manholes in the roads; the authorities must be well aware of this, but when I put the question all I get is: "Anybody who likes can dig up the road."

Another curious thing is that all concrete roads are made in the winter and subsequently they have to be resurfaced.

I have been told that there is not enough money to put the roads right but to that I would counter that there would be if the money was not wasted. COLONEL.

Bletchingley, Surrey.

[In the Stevenage New Town all services are to be kept away from roads—ED.]

Explanation of an Apparent Paradox

From the Duke of Richmond and Gordon

[62852.]—In your article "Roadworthiness" (August 4) you deprecate suggestions recently made in the House of Lords concerning periodical roadworthiness checks of vehicles.

I understand your point to be that such tests would be an

CORRESPONDENCE . . . . . continued

unnecessary expense since only 4 per cent of accidents are statistically attributed to vehicle defects.

In a subsequent paragraph, however, you advocate increasing mobile patrols "and thus keep a check on vehicle fitness."

It seems there is something wrong here. RICHMOND.

Padstow, Cornwall.

[The criticism is acknowledged, as the meaning could have been clearer. We do not think extra money should be spent on vehicle checks, but if it is decided that the expenditure *is* worth while, then we feel that it should go towards extra mobile patrols who already have powers to check vehicle fitness through Construction and Use—ED.]

APPROPRIATE LETTERS

The Park Was Full

[62853.]—Although as I approached the car park of a London store on August 5 I could see that it was crowded, I hoped there would still be room for my Morris Eight. But the letters of the two cars nearest the entrance read COT FUL. It was, too, and I had to retreat! MARGARET REED.

London, W.1.

RAIN SPOTTING

Chemical Change in Finish ?

[62854.]—I was interested to read in a recent issue of *The Autocar* the question and answer regarding rain-spotting on the tail of a maroon Riley (July 14). I have had the same trouble on all surfaces where water lies. My car was re-cellulosed maroon in April and I polished it about three months later, at which time it was in perfect condition. The spots started to appear in a few days and have multiplied since. They are quite indelible, because they seem to be an actual fading of the colour.

I wrote to the makers of the polish and informed them politely of the circumstances; however, they did not reply to my letter.

My object in writing this letter is to try to stimulate some investigation into this matter in the hope that other motorists may be advised how to avoid similar misfortunes.

Edinburgh, 9. A. W. O. TAYLOR (DR.).

INFORMATION WANTED

History of British Motor Cycle Manufacture

[62855.]—The Association of Pioneer Motor Cyclists has been honoured with authority to collect an official history of the firms, past and present, who have been connected with the U.K. motor cycle industry.

A number of the early manufacturers of motor cycles and the like now manufacture only cars and similar road vehicles but would, undoubtedly, like to be included in the history. An appeal is now made to these people, and to anyone who can assist with information about such firms, to communicate with me.

It is thought that many of your readers may have catalogues and literature of the early days, photographs (even if faded) of original models, reminiscences of the pioneer motor cycle firms and factories—and the like—all of which would be most useful in assisting me to make the records a complete success. Anything, however trivial it may seem, will be appreciated.

HAROLD KARSLAKE, Hon. Librarian.

1, Broxtowe Rise, Cinderhill, Nottingham.

READING THE MAP

A Challenge to The Scribe

[62856.]—In the issue of July 28 The Scribe suggests a motoring event in which map reading would be a deciding factor in the results.

The Hants and Berks Motor Club, under the direction of Mr. Holland Birkett, have run such an event every October, (except the basic-less one) by night since 1946. Mr. Michael Burn has also run two such events for this club in the Februarys of 1949 and 50. The H. and B. M.C. also holds a series of point-to-points on a similar principle which are run during the day.

Another event has now been arranged by this club in which map reading and navigation will be of prime importance in determining the winners. It is the Welsh Rally, to be run on December 8-9, when it will be necessary for competitors to read maps for twenty-four hours with only one two-hour break, in the early hours of the Saturday morning.

This will make a total of four events which will have been run this year on the principle outlined by The Scribe, and I would take this opportunity of inviting him to compete in either of the two remaining ones.

Fleet, Hampshire. G. P. FOSTER (DR.), Bugatti O.C.

[Alarmed at the prospect of being shown to be unable to navigate from A to B, The Scribe takes refuge in the necessity of preserving his anonymity!—ED.]

STARTING FROM COLD

Further Loads on the Engine

[62857.]—A point not mentioned by your correspondent, Mr. R. L. Preece [62830] is that when starting an engine with the clutch pedal depressed, not only is there a reduction of starter motor torque owing to the elimination of gear box friction, but there is also a further reduction during the initial period of acceleration owing to the smaller moment of inertia of the parts to be accelerated (the driven side of the clutch and the gear box layshaft, together with the gears rotating with it, will remain stationary).

Both these reductions should be set against the frictional resistance of the graphite thrust ring. This latter resistance is barely detectable on my own Morris Eight, and I would suggest that Mr. Preece's graphite ring needs either adjustment or replacement. G. BRANSOM GRIFFITHS.

London, E.18.

To Rev or Not To Rev ?

[62858.]—I am a little surprised that The Scribe should query the practice of revving the engine quite hard after a cold start (August 4). Surely this is the best way of getting oil flung up into the bores and has been proved to be a much better way of warming up than allowing the engine to idle?

Maybe the mains and big-ends are not quite so happy, but at least they do, or should, get oil pumped into them within a few revs. J. S. FRENCH.

Elmore, Gloucestershire.

[The engine should certainly not idle, comments The Scribe. But should it be *raced*, as my neighbour's is?—ED.]

ANGLO-AMERICAN PRODUCTIVITY COUNCIL

British Deep Drawn Metals Pressing Industry Report

[62859.]—The Report and Recommendations of the productivity team from the British Deep Drawn Metals Pressing Industry has now been published and is being studied by the industry.

There is one recommendation on which, with your permission, I would like to add a note. Among the findings was one which emphasized the urgent need for an association of firms in the British Pressed Metal Industry for the interchange of ideas and for research into problems affecting pressing techniques and production methods.

There is already in existence the Sheet and Strip Metal Users' Technical Association, an organization which is capable of expansion in the directions that the team would desire, and a most important contribution would be made to fulfilling the whole purpose of the report if that association took the recommendation into favourable consideration.

Coventry. J. M. PHILLIPS (Leader of the Pressed Metal Industry Team).

REQUEST TO ENTHUSIASTS

Safety First Through Dadford, Please

[62860.]—May I, through your columns, address an appeal to the hundreds of motoring enthusiasts who attend the Saturday club meetings at the Silverstone circuit? Dadford, in the parish of Stowe, is a small village lying some two miles south of the circuit on the Buckingham road, and its inhabitants are becoming increasingly alarmed by the excessive speeds at which motorists pass through the village. Some appear to think that they are already on the race-track.

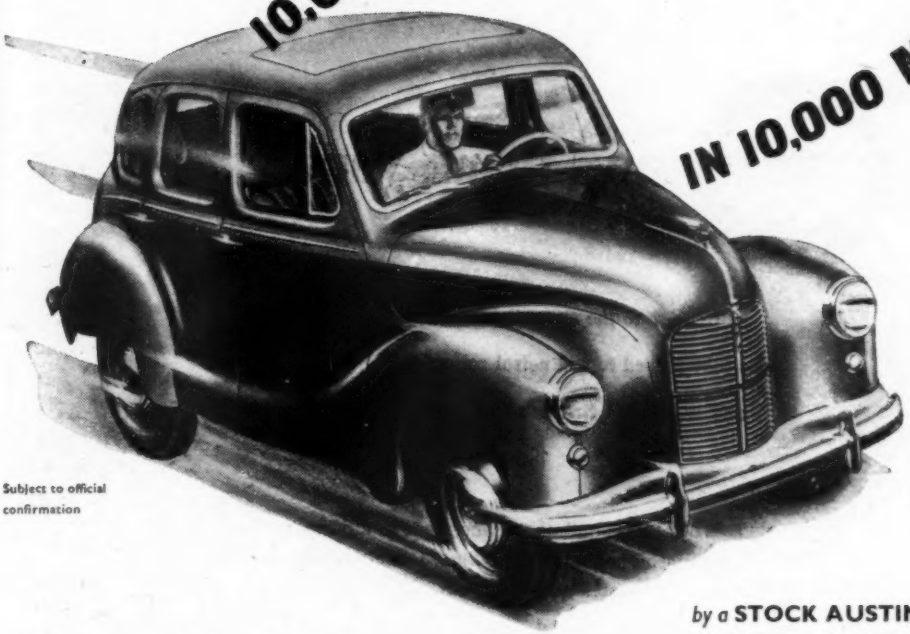
Although only half a mile in length, Dadford includes a hill, a road junction, a narrow bend with high banks on either side, two concealed turnings and no footpaths.

May we, therefore, appeal to all motorists to exercise a little more care and a little less speed when travelling through the village?

JEAN F. BUDDIN, Clerk to the Parish Council of Stowe.

Dadford, Buckinghamshire.

10,000 MILES..... IN 10,000 MINUTES



Subject to official confirmation

by a **STOCK AUSTIN A40** *fitted with* **TERRY'S Valve Springs**

Terry's Valve Springs, identical to those which you can buy from any Terry dealer, were fitted to the stock Austin A40 which set up this incredible speed and endurance record at Montlhéry. Could any evidence be more convincing of the reliability and high performance of Terry's Valve Springs ?

SPEED AND ENDURANCE SPRING FROM

TERRY'S VALVE SPRINGS

HERBERT TERRY & SONS LTD., REDDITCH, ENGLAND

" The refinery expansion programme has made better progress than was expected. The British Companies are now able to increase supplies of sterling petrol."

The Ministry of Fuel and Power reported in The Times, May 27th, 1950.

SHELL says thank you...

. . . to the many thousands of British workers who have helped to end petrol rationing and to improve Britain's overseas trade, including

STEEL WORKERS — both those who made it and those who fashioned it into pipe lines, refinery equipment, storage tanks and machines of all kinds.

MINERS — who cut the coal to make the steel.

SHIPBUILDERS — nearly one million tons of shipping have been built for Shell since the war and more is in construction.

REFINERY BUILDERS — who are expanding the capacity of the three great refineries in Britain, at Heysham, Stanlow, and Shell Haven, to 6,500,000 tons per annum.

TRANSPORT WORKERS — both on road and rail, who have helped to move the vast quantities of materials and finished goods of all kinds.

THE STAFFS OF THE HUNDREDS OF FIRMS, LARGE AND SMALL — who are contributing to the expansion of Shell resources in Britain and overseas.

THE THIRTY THOUSAND GARAGES IN GREAT BRITAIN — who have worked so hard in the interests of British motoring.

AND OUR OWN STAFF —

...you can be sure of SHELL

"Jewellery" Finish

BRITISH STANDARDS OF CHROMIUM PLATING ARE HIGH, BUT ATTENTION IS NECESSARY TO PRESERVE IT

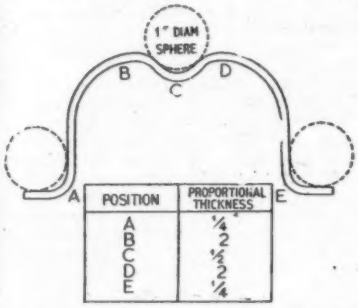
CRITICISM has been made of the quality of chromium plating on post-war cars. The criticism has been well founded on occasion, and it would be strange if that were not so in view of the many hundreds of thousands of chromium plated components turned out for the motor industry each week. But quite often the car owner should blame himself, for the plain fact is that chromium plating needs attention if it is to remain in good condition. The attention

by A. G. Douglas Clease,
B.Sc., A.M.I.Mech.E.

necessary is easily given. The surface merely needs cleaning with a damp cloth or leather, or with soap and water if it has been allowed to get very dirty.

At the present time British standard specifications for chromium plating are being formulated and in due course adherence to these should go far to remove instances of unsatisfactory plating.

Naturally the big manufacturers of



A steel pressing, such as a bumper bar, of this section presents great difficulty to the platers. Instead of leaving a uniform thickness, the plating will vary in thickness at the various points indicated.

accessories whose output may run into several thousands of articles each week have their own chromium plating departments and they keep a watchful eye on the quality of the finished article for the simple reason that they are jealous of their reputation and they cannot afford to have mistakes happening in view of their large outputs. Accordingly, when criticism arose of chromium plating in general, Wilmot Breeden Ltd. invited me to see how their own plating department in particular takes every care to ensure a perfect finish which will withstand considerable neglect. Incidentally, a visiting American described the Wilmot Breeden standard of plating with the words, "That is what we call jewellery finish."

In general, steel articles are first nickel plated, direct on to the steel, and then chromium plated. On the other hand, articles of zinc base alloy are first copper plated, then nickel plated and finally chromium plated. In both cases the chromium coating is very thin, about 0.00002in, and its purpose is really to preserve the thicker nickel coating beneath it.

First, however, the article has to be polished, whether it be a bumper bar or a door handle. The steel bumper bar has been formed in a press and if of somewhat intricate cross section it may have been subjected to heat. Its first treatment will be pickling to remove scale. Then comes the polishing under emery wheels of finer and finer grade to produce a smooth surface free from scratches. The importance of the polishing process may be gauged from the fact that it costs more than the plating process. Zinc base alloy die castings have a very smooth finish and need little polishing.

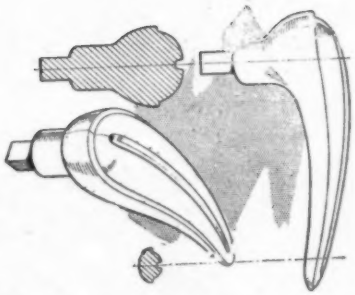
Plating is a highly scientific business, and much more than merely immersing the article in the appropriate vat and connecting the current supply. The section of the article has to be studied, and too often it has been designed by someone who knows little or nothing about the limitations of the plating process. For instance, a door handle may have a large boss offering a considerable area at one end and may taper almost to a point at the other. It will be difficult, if not impossible, to obtain a uniform coating on such an object; the coating will be thin on the large area and too thick on the point.

Minimum Radius

Similarly a bumper bar or overrider which has depressions in it will offer the same difficulties. Recesses are very difficult to deal with and their radius should not be less than 0.5in.

Experienced platers possess considerable "know-how," and by jigging the articles for plating so that a large area on one item masks a small area on the next item, by positioning the cathodes to give even coatings according to the shape of the article, and by careful calculation and adjustment of the current they can ensure the best possible finish on given articles.

The position in which the articles are inserted in the vat is important. Minute foreign particles are apt to settle on horizontal surfaces and cause a slight roughness. An article will be placed so that it offers the minimum horizontal surface. Minute bubbles of hydrogen may also cling to the surface of the article and cause roughness, and to minimize this trouble the electrolyte is kept constantly agitated by air blown through it. The laboratory keeps a constant check on the output, selecting specimens at random and measuring the thickness of the various coatings deposited. This is done by chemical means, a corrosive solution dripping on the coating while a stop watch records the time taken to eat through it.



Bad features of this door handle from the plating point of view are the bulbous pommel and thin tapering tip which will result in a non-uniform deposit. The ledge round the rim will retain dirt and moisture, and it will be difficult to obtain an adequate electro-deposit in the central groove.

Finally, complaints of poor finish are investigated by four senior executives who see each article returned. The article is also dealt with by the laboratory, which will determine the thickness of the various coatings so that the cause of blistering or other defect may be tracked down. But it should be realized that however good the finish may or may not be its ultimate life will depend largely upon whether it is cleaned frequently, so that atmospheric and other impurities which might cause corrosion are removed before they have time to start deterioration.

Old Models Never Die . . .

FIGURES released by the Commonwealth Statistician show that 27.4 per cent of the motor vehicles in operation in New South Wales in June, 1948, had been running for 20 or more years.

The survey has been completed in Tasmania, Victoria, and New South Wales. In Victoria the figure is 23.4 per cent and in Tasmania 25 per cent.

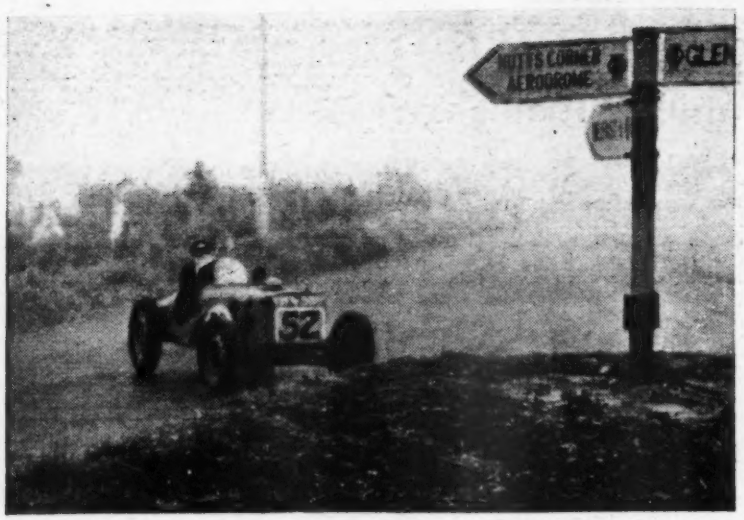
Overseas the pre-war life of a motor vehicle was estimated at 6 years, and in Australia it was about 10 years. This would mean that in the three states in which the survey has been made 380,705 vehicles were due for replacement in June, 1948.

The statistician's figures also show that in N.S.W. 116,603 cars, 37,789 utilities, 6,235 panel vans and 45,399 trucks were used for business purposes.

A statement commenting on the figures has been released by the Federal Chamber of Automotive Industries. The statement points out that an analysis of the figures shows that there is nothing extraordinary about the urgent demand for mechanized transport by road, and that it will be at least another two to three years before Australia's motor requirements will be back to normal.

A.A. at Lympne

For the assistance of cross-Channel car tourists who use the air service from Lympne to Le Touquet, the A.A. has opened an office at the Kent airport. The organization has been booking for air car passage since April last, and over 1,000 cars have been dealt with. The address of the new office is Lympne Airport, Kent.



One of the Ford Ten specials, which took part in the Ulster handicap race last Saturday, arriving sideways at the Hairpin during the rain; the course actually runs from the left-hand side of the picture to the acute hairpin round the signpost.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

ALTHOUGH the Ulster Trophy Race suffered this year from too small an entry, the handicap which preceded it was great fun, and the new Dundrod circuit is on the whole excellent. True, there is a very acute hairpin at one point, which I personally never think a good thing, while at another place there is a downhill switchback section, which can be disturbing in a very fast car, as the driver is apt to come over the top of one of the peaks to discover a much slower vehicle, previously invisible, in the middle of the road; but these are not serious criticisms, and the circuit is most interesting to both spectators and drivers. Incidentally, it will take a lot of learning, as there are several bends, widely different in character, the approaches to which appear almost identical, so that a driver may easily believe himself to be on the way in to an 80-mile-an-hour corner, only to discover rather late that it is another one which cannot be taken at more than 50.

THIS week-end sees the revival of the German Grand Prix at the Nurburg Ring, the first time this famous event has been run since the last bit of unpleasantness. As Germany has at present no Formula 1 racing cars, the organizers have wisely decided to restrict this year's race to a Formula 2 event, and have obtained an entry of 35 cars, as under:—

Ferrari: Ascari, Sommer, Serafini, Bracco, Vallone, Bonetto. *Simca Gordini:* Dattner, Seiler, Loyer. *A.F.M.:* Stuck, Riess, Brauchitsch, Gommann, Heeks. *Veritas-Meteor:* Lang, Kling, Ulmen, Hirt, Glauser, Aebli, Marcy. *H.W.M.:* Heath, Moss, Fergus Anderson. *B.M.W.:* Krakau, Bossong, Lundberg. *Cisitalia:* Bernheim, Robert, Godia. *Maserati:* Chiron *D.B.:* Bonnet. *Cooper:* Harry Schell. *X:* Fangio, Gonzales.

This is a magnificent entry, the only absentees of note being the works team of Simca Gordinis. Certainly, with names like Von Brauchitsch, Stuck, Lang Chiron, Ascari, Sommer and Fangio in the list, there should be no lack of excitement; the Argentinians will probably drive the 2-litre Maserati and Ferrari cars which already form part of their stable. This race will also be the début of Fergus Anderson, well known for his motor cycle Grand Prix victories, in car racing. Britain is entirely unrepresented—a pity—in the international sports car race which precedes the Grand Prix proper, but an interesting name in the entry list is that of Paul Pietsch, who nearly won the 1939 German G.P. with a 3-litre Maserati, against Mercedes and Auto Union opposition. It also seems probable that he will drive a Milan in the Italian G.P. at Monza, on September 3.

ALSO this week-end comes the traditional Vintage S.C.C. meeting at Prescott, and the race meeting organized by the Sheffield and Hallamshire Motor Club at Gamston Aerodrome, near Retford, Nottinghamshire, both of which are scheduled to commence at 1 p.m. tomorrow, Saturday, August 19.

THE production car event at Silverstone on August 26 will be divided into two races, the first for cars up to two litres, and the second for the big stuff, each of one hour duration. Here are the final entry lists:—

2-litre race.—1,100 c.c.: H.R.G. (D. W. Price); Morgan (J. N. Sparrowe). **1,500 c.c.:** H.R.G. (P. C. T. Clark, T. A. S. O. Mathieson, T. Christie, J. Gott, J. Richmond, W. Shepherd, J. Buncombe); M.G. (E. W. K. Lund, R. W. Jacobs, G. E. Phillips, H. Lester, H. M. Newenham); Jowett Javelin (C. J. Turner); Jowett Jupiter (A. H. Grimley). **2,000 c.c.:** Ferrari (A. Ascari, L. Chinetti); Frazer-Nash (J. R. Stoop, F. R. Gerard, N. R. Culpan, A. A. Baring, E. J. Newton, T. A. D. Crook); Frazer Nash-B.M.W. (G. Tyrer).

Over 2-litre race.—3,000 c.c.: Aston Martin (R. Parnell, L. Macklin, E. Thompson); Healey (R. Richards, G. Gale, C. Mortimer, D. Hamilton, D. Lewis, Sir F. Samuelson, W. Freed, L. J. O. Bartlett, K. H. Downing); Lea-Francis (F. R. G. Spikins, K. H. Rose); Alfa Romeo (S. J. Gilbey); Austin A.90 (K. Wharton); Riley (G. H. Grace). **Over 3,000 c.c.:** Allard (S. H. Allard, G. Warburton, K. Watkins, F. G. Curtis); Jaguar (T. H. Wisdom, L. G. Johnson, A. J. Schwelm, A. P. R. Rolt, P. N. Whitehead).

Of these, the Jupiter, the first three M.G.s, Ascari's Ferrari, the Aston Martins, Hamilton's Healey, both Lea-Francis, and the first three Allards are works entries. These races alone should be terrific, even without the International Trophy race itself (entries given last week), and the ten-lap 500 c.c. race, which has a full entry of thirty representative British cars and drivers. I need scarcely remind you that to get to the start at 10.30 a.m. it will be necessary to leave home very early indeed, or to travel the previous evening and camp somewhere overnight.

THE International 500 c.c. race for the Coupe du Monde, run over the aerodrome at Ostend last Monday, was won by Ken Carter, in his Cooper-Norton, who covered the 35.4-mile final in 27m 22s, giving him an average speed of 77.65 m.p.h. Second came R. M. "Curly" Dryden (Cooper-Norton), 7s behind, and third Ken Wharton's Cooper-J.A.P., 29s behind Parker. Alf Bottoms (J.B.S.-Norton) finished fourth, after putting up fastest lap and leading for some time before spinning round and losing time. All ten finishers in the final were British.

THAT famous event the Freiburg Hill-Climb, which was revived this year on August 6, resulted in f.t.d. for Pietsch, with Bonetto second, both driving Milans; there seem to have been no other entries of comparable cars. However, there were hotly contested classes for Formula 2 and Formula 3 cars, the former being won by Fritz Riess in an A.F.M. by a narrow margin from Rudolf Fischer, in an H.W.M., while the 500 c.c. class was captured by Polensky, in a Monopoletta, by an even smaller amount (one fifth of a second in nine and a half minutes) from Kreuzer's Cooper. All the old names seem to be returning to racing in that part of the world—another example in this event was the reappearance of Bobby Kohlrausch, with a G.v.B.

PERHAPS the first full-scale rally in Britain since the war is the Butlins Rally, organized by the East Anglian Motor Club, from September 29 to October 1. Starting points are London and Manchester on the Friday night. There will be a quarter-mile sprint and figure-of-eight test during the night at Skegness, followed by breakfast, another test at Halstead and an arrival test at Butlin's Camp at Clacton, followed by lunch and further driving tests. On the Saturday evening there is a theatre show and dance, and on the Sunday a *concours d'élégance,* competitions on dodgems and cycles, and the prize-giving.

Invited clubs are the B.A.R.C., M.C.C., Harrow C.C., N.W. London, M.G., Herts County, Maidstone and Mid-Kent. Classes for open and closed cars up to 1,300, 2,500 c.c. and unlimited. Entry forms from R. K. N. Clarkson, Hon. Sec., E.A.M.C., The Chase, Halstead, Essex.

JOHN HEATH, who has had a very successful season so far this year with his team of H.W.M.s, proposes to construct a team of new single-seater cars

MICHELIN TYRES

have everything–

Only a tyre that is really supple can give the maximum mileage, safety, and comfort.

A problem of grip and hold . . .

If you are wrestling with a problem of

INDUSTRIAL ADHESION

call in the Bostik man

There are problems of adhesion which, in the light of existing knowledge, still defy solution. But it is surprising how rarely we who make the Bostik range of Adhesives find ourselves completely stumped. That's why it is wise to call in the Bostik Man if *you* have a job of adhesion that almost shouts 'can't-be-done'. Remember, it doesn't cost you anything to call in the Bostik Man . . . and he may well be the bridge between problem and solution.

THE Bostik SYSTEM OF ADHESION

employs Bostik Adhesives and Sealing Compounds. The correct grade of Bostik (or a combination of grades) which sticks *and seals* simultaneously, secures a perfect bond between almost any two materials. If *your* problem is not met with any of the Bostik standard grades, Bostik chemists will endeavour to produce the grade required. The first step is to ask the Bostik Man to call by writing to:—

B. B. CHEMICAL CO. LIMITED, LEICESTER

LESS
wear and friction
MORE
miles per gallon

if you use
RUNNING-IN COMPOUND AND UPPER CYLINDER LUBRICANT
containing

'dag'
COLLOIDAL GRAPHITE

★ *BECAUSE the lubricating surface that 'dag' Colloidal Graphite imparts to cylinder walls and piston rings cannot be removed by heat or fuel—thus ensuring smoother performance, higher compression and lower fuel consumption.*

You can get R.I.C. and U.C.L. labelled either 'dag' Colloidal Graphite or "Acheson" Colloidal Graphite from your garage or from Halfords.

MAIL THIS COUPON FOR MORE DETAILS

TO:— ACHESON COLLOIDS LIMITED,
18 PALL MALL, LONDON, S.W.1

Please send literature and address of nearest supplier of special lubricants containing 'dag' Colloidal Graphite.

NAME .....

ADDRESS .....

..... dag COLLOIDS

THE SPORT . . . . . continued

for next year which will be much lighter than the present two-seater version, and will use the same Alta power unit slightly modified to produce another 20 b.h.p. It is hoped that the prototype car will be completed in time to compete at Silverstone on August 26, to enable some of the new design features to be tried out before the construction of the remaining team cars is started.

Plans are also afoot in the same stable for the production of a quantity of two-seater sports cars, which should be very potent road vehicles; they will also be of 2-litre capacity, but will probably utilize a different make of power unit.

The Alta engines used in the existing cars have proved amazingly reliable, requiring practically no maintenance between races during their protracted Continental tour; the Italian motoring Press has recently been full of encomiums to both cars and drivers.

COMING SHORTLY

AUGUST 18.—Mid-Cheshire C.C. Special general meeting, White Barn Hotel, Cuddington, Cheshire, 8 p.m.
19.—West Hants and Dorset C.C. Speed trial, Lytchett.
19.—Vintage S.C.C. Hill-climb, Prescott, starting 1 p.m.
19.—Sheffield and H.M.C. Race meeting, Gamston Aerodrome, Nottinghamshire 1 p.m.
19-20.—**Iseran Rally, France.**
20.—Horsham and D.M.C. and L.C.C. Night trial, starting from Horsham, 4 a.m., finishing Lulworth Cove, 11 a.m.
20.—Lancia M.C. Rally to Hawkstone Park Hotel, Weston-under-Redcastle, Salop.
20.—**Stockholm race, Sweden.**
20.—**German Grand Prix.**
20.—Cemian M.C. Social run, starting Burford Bridge Hotel, near Dorking, 2.15 p.m.
23.—Shenstone and D.C.C. Evening trial, starting Plough Inn, Shenstone, near Lichfield.
26.—**B.R.D.C. International Trophy race, Silverstone, Northamptonshire** programme starting 10.30 a.m.
27.—Lancia M.C. Inter-one-make-club driving tests, Overstone Solarium, near Northampton.

I HAVE on several occasions been asked why there is such a spate of racing cars known only by initial letters; this is a practice for which nobody seems able to find a good word, and which frequently leads to confusion, but nevertheless it still continues. Just look at it: we have the E.R.A., B.R.A., I.R.A., R.R.A., B.R.M., H.W.M., C.D.L., A.J.B., not to mention, of course, B.M.W., D.K.W. and J.A.P. in other spheres. I often wish that we could have a little less of it, as apart from anything else it fairly breeds printers' errors; are distinctive names so hard to find?

REID RAILTON, at present over here from Detroit, together with his wife and son, was to be seen a few nights ago dining with John Cobb in one of London's fashionable restaurants. Of course, this may have been a purely social occasion; but it is interesting to speculate on what particular plot they might have been hatching for the future.

J. A. C.

CLUB NEWS

Nottingham S.C.C.—With 10,000 spectators and over a hundred competitors, the race meeting at Gamston Airfield on August Bank Holiday Monday was very successful. The timekeeping and commentary were carried out in an old double-decker trolley-bus placed at the start, and after the meeting this bus was hitched to a breakdown van to make a ceremonial tour with officials as passengers and a well-known driver steering. The main event, the Nottingham Trophy race, was fought over twenty laps of the two-mile circuit. Hampshire (Maserati) took the lead into the first corner with Parnell's Maserati fifty yards behind. The latter never made up the distance, although he used every trick in the book; the two crossed the line in that order, with Richardson, driving an E.R.A.-engined R.R.A., a good third.

Provisional results.—Sports cars, up to 750 c.c.: 1, Austin (G. H. Gahagan), 53,97 m.p.h.; 2, Austin (G. B. Hewitt); 3, M.G. (Mrs. Pannell). 751-1,100 c.c.: 1, Riley (G. R. Stokes), 60.5; 2, M.G. (R. A. Walker); 3, H.R.G. (R. T. Robinson). 1,101 to 1,500 c.c.: 1, Riley (Mrs. N. Binns), 73.6; 2, M.G. (J. F. Dalton); 3, M.G. (C. A. Booker). 1,101 to 1,500 c.c.s and 1,501 to 2,500 c.c.: 1, B.M.W. (G. Tyrer), 81.7 m.p.h.; 2, Frazer-Nash Le Mans (E. J. Newton); 3, Aston Martin (V. W. Rowley). 1,501 to 2,000 c.c. s and over 2,500 c.c.: 1, B.M.W. (G. Tyrer), 78.08; 2, Lagonda (F. H. Howarth); 3, Jaguar (E. P. Scragg). M.G. cars: 1, R. A. Walker, 65.33 m.p.h.; 2, J. F. Dalton; 3, C. A. Booker. Vintage cars: 1, 1930 Talbot (J. W. Rowley), 70.88; 2, 1930 Riley-M.G. chassis (G. R. Stokes); 3, 1924 Vauxhall (P. J. E. Binns).

Racing cars, 500 c.c.: 1, Cooper (D. Clarke), 68.08; 2, Cooper (D. K. Swan); 3, Special (J. L. Rowbotham). Handicap A: 1, Cooper (D. A. Clark), 78.93; 2, Maserati (D. A. Hampshire); 3, Cooper (D. K. Swan). Handicap B (sports): 1, Riley (H. A. Richards), 73.15; 2, H.R.G. (E. J. Newton); 3, Harford (E. Harrison).

Nottingham Trophy (racing cars up to 1,500 c.c. s or 4,500 c.c.): 1, Maserati (D. A. Hampshire), 91.1 m.p.h.; 2, Maserati (R. Parnell), 90.8; 3, R.R.A. (G. N. Richardson), 86.8; 4, B.M.W. (G. Tyrer).

Veteran C.C. (North-east Section).—The route from Hull to Scarborough on Sunday, September 3, will be distinguished by a rally of veteran (1904) and Edwardian (1916) cars. Rallying point will be Ferensway, Hull, and the first car is scheduled to leave at 11 a.m.; 1902 and earlier cars will be restricted to an average speed of 15 m.p.h., 1903 to 1916, to 20 m.p.h. Finish will be at the West Pier, Scarborough, where a *concours d'élégance* will be held upon arrival. A meal will be provided at the Olympia Ballroom, South Foreshore, Scarborough, at 4 p.m. Entries (before August 19) to D. Robinson, 359, Willerby Road, Hull. Correction: It was stated on July 1 that the Vintage S.C.C. had formed a new north-east section. This should have been given under the heading of Veteran Car Club, who are responsible for this new branch. Secretary is D. Robinson, 359, Willerby Road, Hull. First event will be a run from Hull to Scarborough, via Bridlington and Filey, on September 3.

Blackburn Welfare M.C.—The 500 Club will be invited to compete during the motor cycle race meeting on Brough Aerodrome on Saturday, September 9. There will be two races for 500 c.c. cars, the first a scratch race over seven laps, and the second a handicap run over the same distance.

The course has been further improved since the last meeting, and £250 has been spent upon surfacing a portion of the track.

Southern Jowett C.C.—There was a rally at Pirbright on July 30. Two manœuvrability tests were held, the winner in each case being Mrs. Rimer, driving an 8 h.p. model. Mrs. Franks won the novelty event especially organized for lady passengers.

Lagonda C.C.—The Thame Rally will be held on Sunday, August 27, and all drivers of Lagonda cars are invited to compete. It will be a short touring rally in the Chilterns, involving enterprise but no great strain on man or beast. Start will be from Thame High Street, where competitors will meet at 11 a.m., and cars will be judged in a "comic concours." A picnic lunch in the Chilterns will follow, then a competitive run, and high tea at Thame at six o'clock. Enquiries to A. Jeddere Fisher, Apsley Cottage, Kingston Blount, Oxfordshire.

Bristol M.C. and L.C.C.—The Naish hill-climb, scheduled for September 2, will unfortunately not be held this year; this is because the land in which the hill is situated is undergoing change of ownership.

Cemian M.C.—The fifth annual gymkhana was held on Sunday, July 30, at the College of Estate Management sports ground, Hinchley Wood, Surrey. A good crowd watched forty competitors balloon bursting, potato dropping and three-legged racing to the accompaniment of the usual gyrations (in an event of this nature) in their cars. An M.G. driven by V. G. Gordon

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FACTS FROM AMERICA

"A week ago Thursday, a friend of mine and myself left New York at noon in the Frazer-Nash and toured to Elkhart Lake, Wisconsin—a distance of 1,200 miles from New York. There was a road race on there and we drove up merely for the fun of showing them that we could go touring and racing in the same car with no changes being necessary. We did not take a spare tire or tools; we took no extra spark plugs or replacement parts of any kind.

"We toured the Harrisburg Turnpike (168 miles of high speed road) at better than 5,000 revs. in top gear wherever possible, and got one reading of 5,700 in top. We got to Elkhart Lake on the Saturday, only to be informed that we would not be allowed to race as we did not belong to the Chicago region of the Sports Car Club of America. They did allow us to practice, however, which we did all through the afternoon in the most convincing fashion.

"On race day (Sunday) they extended us the courtesy of allowing me to make a standing lap before the main race with the timing working, and also my friend Harry Grey under the same conditions. We completely amazed them by both of us each coming within 15/100 of a second of the record on the 3.3-mile circuit. We further shattered them by equalling the winning Ferarri's time—he, of course, being timed flying. The impression created was so profound that I am certain your New York distributors will realise some very substantial business.

"2,500 miles were covered on this trip, plus an entire afternoon of racing practice and the timed laps, and the car was as untemperamental as a Chevrolet. The entire trip was done on one quart of oil, and as at Linden recently when I scored 3 firsts, no water was used.

"I cannot convey to you how good a car the Frazer-Nash really is—a long trip in America where 80 miles can be put in in an hour and 10 miles in the next hour because of the dense traffic, is substantial proof both of its speed capabilities, and, when necessary, its ability to potter."

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CLUB NEWS . . . . . continued

won the open class, and Ian Palmer, driving a Ford, the closed.

Next event is on August 20; a social run starting from Burford Bridge Hotel, near Dorking, at 2.15 p.m.

Plymouth M.C.—The route for the 18th annual 200 Challenge Trophy, held on Sunday, August 6, was extended to 75 miles across the moors from Tavistock to Totnes. There was a good entry, including twenty specials, and the course was the most difficult that the Plymouth club could find. The Trophy and replica, for the best performance, went to C. L. Bold, driving his Bold Special. Runner-up was A. Cleave, in an H.R.G. Third came L. J. Tolman. First-class awards: Ford Spl (Dr. J. T. Spare), Wharton Spl (B. C. Thompson). Second-class: Dellow (W. H. Waring). Third-class: F.N.-B.M.W. (E. Ellis).

Shenstone and D.C.C.—A closed evening trial will be run on Wednesday, August 23, starting from the Plough Inn, Shenstone, near Lichfield. Sports, saloon and trials cars will be competing. Entries to B. Fellows, Jubilee Cottage, Main Street, Shenstone, Staffordshire.

North London Enthusiasts and Berkhamsted M.C. and C.C.—Fastest time of the day in the speed trials held at Tewin Water on Monday, August 7, was made by J. D. Farley, driving his supercharged Farley Special; his time was 14.9 sec. Lady competitor making fastest time was Mrs. A. F. Rivers Fletcher, driving an M.G. Magnette, in 19.6 s. Fastest sports car was Raymond Way's B.M.W., in 16.2 s.

Provisional results.—Racing cars, 750 c.c.: Monaco (C. E. Tipper). 1,100 c.c.: 1, Farley Spl s (J. D. Farley); 2, M.G. Magnette (A. F. Rivers-Fletcher). Unlimited: 1, Bugatti (M. B. Hukin); 2, Bugatti (A. S. Raven).

Sports cars: 750 c.c.: Barnes-M.G. (S. E. Barnes). 1,300 c.c.: tie—Austin s (J. V. Bowles) M.G. (T. W. Dargue); 3, Lester M.G. (H. Lester). 1,500 c.c.: 1, M.G. s (A. G. Baker); 2, Austin s (J. V. Bowles). Unlimited: 1, B.M.W. (Raymond Way); 2, F.N.-B.M.W. (R. C. Willis). **Saloons:** 1,500 c.c.: H.R.G. (Keen). Over 1,500 c.c.: 1, Riley (G. H. Grace); 2, Jaguar (J. O. Smith).

IN BRIEF

S. Smith and Sons (England), Ltd. have given £100 to the Lord Mayor of London's National Thanksgiving Fund.

The manufacturers of the synthetic chamois leathers, described in *The Autocar* of July 14, are W. Shaw, Ltd., 15a, Marylebone Mews, New Cavendish Street, London, W.1.

Britannica Year Book reviews 1949 and is, as might be expected, very comprehensive, covering politics, historic events, economics, science, industry, personalities and a host of other subjects. Published by Encyclopædia Britannica Ltd., 90, Dean Street, London, W.1, price £2 10s.

Duco car batteries are once more being supplied dry charged. This means that in an emergency the first charging period can be omitted, acid of the correct specific gravity being put in and allowed to stand for a few hours before the battery is put into service. The makers are Brown Brothers, Ltd., Great Eastern Street, London, E.C.2.

A new service and petrol station was opened by Grimaldi Bros., Ltd. at 149-180, Hatfield Road, St. Albans, Hertfordshire, on August 14.

Mr. R. P. Morley has taken over the Oxford management of the Car Collection Co., Ltd., 7, Kendall Place, Baker Street, London, W.1, from Mr. V. V. Packham, who has taken over the Coventry area.

Mr. C. V. Ford, formerly in charge of the statistical department of the Society of Motor Manufacturers and Traders, has been appointed press officer. Mr. H. B. Hicks has also been appointed to the press department.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 18545.—1933 Lanchester Ten

"H. F H."—Maintenance hints and a handbook.

No. 15546.—1936 Hillman Hawk

"G. D. B."—All possible information and a handbook.

No. 15547.—1924 8-18 h.p. Humber

"J. W. M."—All possible information and a handbook.

No. 15548.—1930 2-litre Schneider

"J. M. P."—All possible information and a handbook.

No 15549.—1935 20 h.p. S.S.I.

"J. C."—Information on maintenance and timing, also a handbook.

No. 15550.—1935 Alvis Silver Eagle

"B. B. W. G."—Maintenance advice and a handbook for the 16.95 h.p. model.

No. 15551.—1938-39 10 h.p. Skoda

"O. S. W."—All possible information on maintenance, valve and ignition timing and tappet adjustment; also a handbook.

No. 15552.—Performance and Running Costs

"S. T."—All possible information with regard to the 1934-36 10.8 h.p. and 12 h.p. Triumph Gloria, 1933-36 Riley Nine and Twelve, and the 1933-35 Crossley Ten.

No. 15553.—Rolls-Royce Phantom II

"R. L. W." (U.S.A.).—All possible information, maintenance hints and tips, general experience, anecdotes, etc., also a handbook for the A.J.S. Series, left-hand drive model.

No. 15554.—1933 Alvis Silver Eagle

"G. D. W."—All possible information and a handbook.

No. 15555.—1950 Sunbeam-Talbot 80

"J. F."—General information, petrol and oil consumption, and hints and tips on maintenance.

No. 15556.—1933 3-litre Lagonda

"J. D. K."—Maintenance hints and tips, timing details and pressures, lubrication and wiring diagrams, also a handbook.

No. 15557.—Handbooks Required

"A. H H."—1937 1½-litre Riley Kestrel-Sprite.
"R. W. R."—1933-34 Austin Seven.
"D. C."—1937 2-litre M.G.
"H. J. D."—1934 Austin Ten-Four.
"C. B."—1937 Austin Seven.
"D. P. C."—1935-36 Armstrong Siddeley Twelve.
"G. F."—1929 16.9 h.p. Sunbeam.
"R. G. B."—1937 Ford Eight.
"W. A W."—1934 Austin Heavy Twelve-Four.
"E. J. P."—1928 12-50 h.p. Sports Lea-Francis.
"H S. H."—1939 Standard Eight.
"R. D."—1931 23.8 h.p. Vauxhall.
"M. J. M."—1933 Talbot 75.
"J. H. E."—1939 Series III Morris Twelve.
"A. E S."—1937 TA-type M.G. Midget.
"A. R B."—1933 Standard Little Nine.
"J. L. C."—1939 Austin Ten.
"E. G."—1936 Austin Twelve.
"S. F. S."—1935 Austin Ten.
"T. S S."—1930-31 twin-carburettor model M.G. Midget.

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North Staffs Caravan Co., Leonard Street, Burslem, Stoke-on-Trent.

Steel's Garages, Ltd. High Street, Cheltenham.

Yorkshire Caravan Co., Bawtry, Doncaster.

THE NORTH

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W. D. Harrington & Co., Ltd., Delamere Forest, nr. Northwich, Cheshire.

Northern Caravan Distributors, Wilmslow Road, Handforth, Cheshire.

Rowe's Motor Works, Ltd., Crosby Road, Waterloo, Liverpool, 22.

Saynors of Blackpool, Preston New Road, Blackpool.

Times Service Station, Ltd., 1299, Chester Road, Stretford, Manchester.

United British Caravan Co. (Northumbrian), Ltd., Gosforth, Newcastle-on-Tyne.

United British Caravan Co. (Pennine), Ltd., Wakefield, Yorks.

Wavertree Garages Ltd., Fiveways, Childwall, Liverpool, 15.

THE SOUTH

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Hants & Dorset Caravan Service, Purbrook, Portsmouth.

Pilgrim Caravans, Ltd., Caravan Corner, Ringwood, Hants.

Redskin Caravan Co., The Hornet, Chichester, Sussex.

Welfords Caravans, Ltd., Warninglid, Sussex.

THE SOUTH WEST

Johnson & Johnson, Ayreville Holiday Camp, Totnes Road, Paignton.

Martin's Caravan Co., Ltd., Bridge End, Countess Weir, Exeter.

Pathfinder Caravan Co., Ltd., Tedburn St. Mary, Exeter.

THE WEST

Kingsway Caravan Co., Ltd., Kingsway Garage, St. George, Bristol, 5.

Woolley Bros., Ltd., 61, St. George's Road, College Green, Bristol.

SCOTLAND

Eastern Motor Co., Ltd., 52, George Street, Edinburgh, 2.

United British Caravan Co. (Caledonia), Ltd., London Road, Carmyle, Glasgow

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All communications to the Hon. Secretary:

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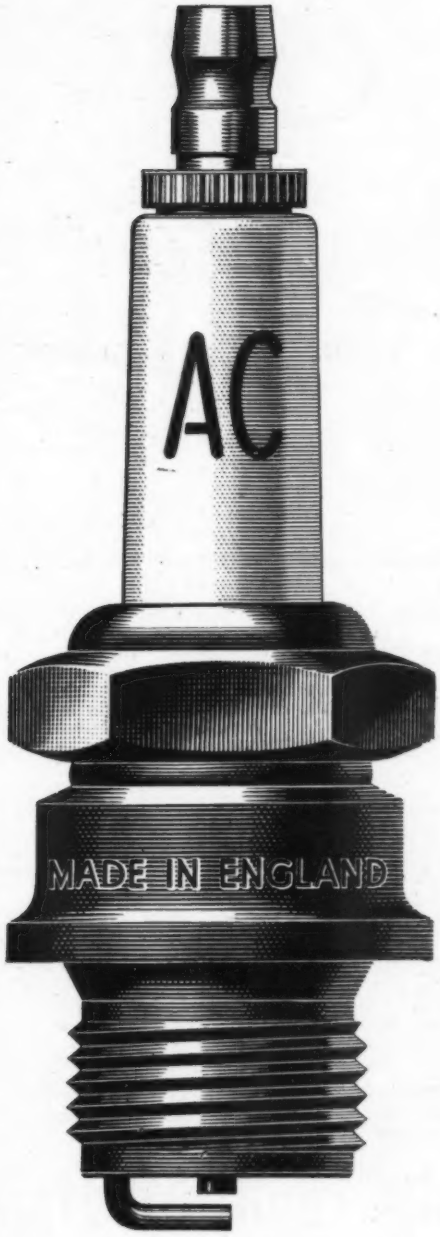

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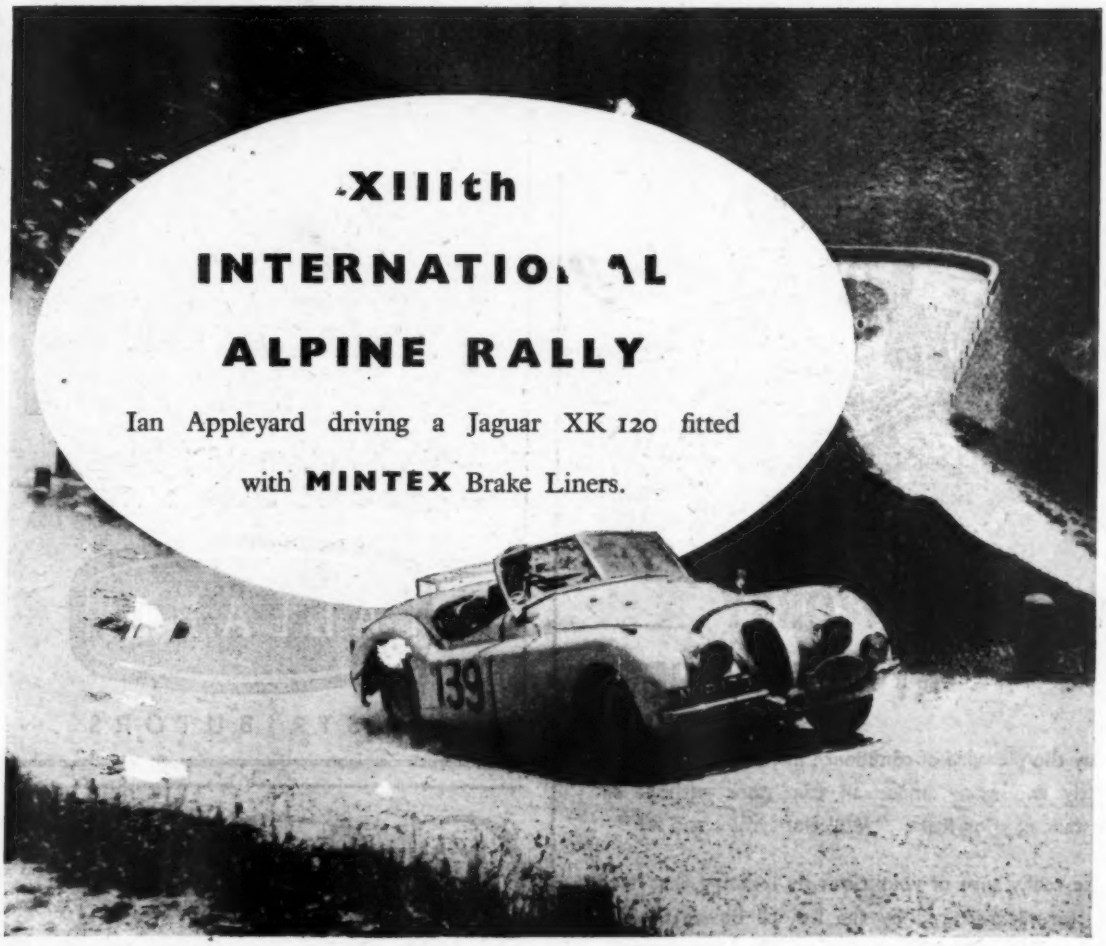

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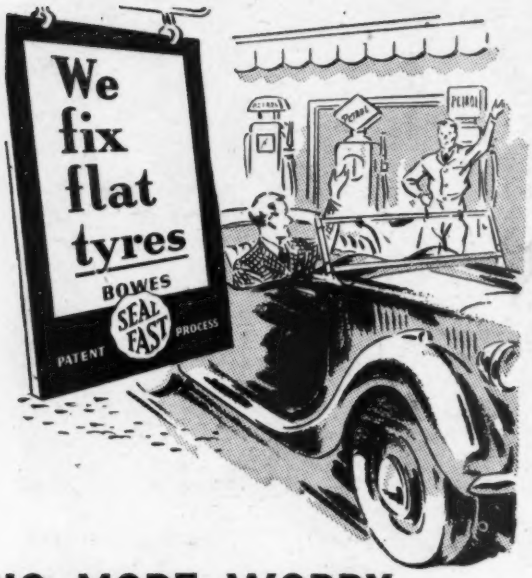

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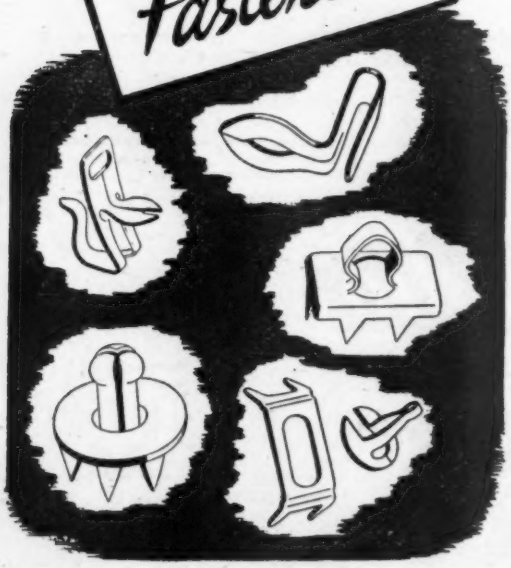

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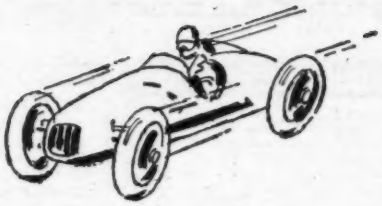

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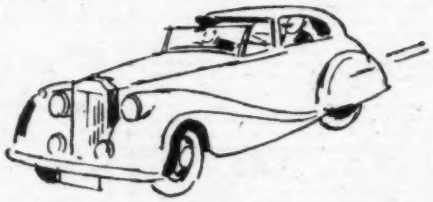

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S. F. ERSKINE & SONS Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

1948-9 Alvis; please give particulars and price, A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0494

CAMDEN MOTORS require to purchase Alvis 12-70 saloons and drop heads, 1938-40, in good clean condition; write call or tel. stating price required.

CAMDEN MOTORS, Ltd., Lake St. Leighton Buzzard. Beds Tel 2381 & 3115 [4600

CHARLES POLLETT Ltd. buy good late model cars.—18, Berkeley St., W.1. May 6266. Service Works and Stores: 12, Wellesley Ave., W.6. Riv 1413. [8361

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel Speedwell 6762-3-4. 'Grams, "Alviscar Gold London."

AND at Alvis Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams. "Alvis, Coventry."

CHARLES POLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241 [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland, Works 71-73, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638 Comprehensive spares and service. [0730

American Cars Wanted

WANTED, American cars, all makes, for cash.—Parade Garage Gallows Corner, Romford, Essex. Ingrebourne 2451. [3547

ARMSTRONG SIDDELEY

BROOKLANDS.

1949 Armstrong Siddeley Lancaster saloon, 18hp, black, green leather, small mileage.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [4971

CAR MART, Ltd.

ARMSTRONG 1949 Typhoon saloon, 8,000 miles; £1,295.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5367

PASS & JOYCE, Ltd., offer:—

1949 Armstrong Siddeley Typhoon sports saloon, black, one owner, in immaculate condition.—184, Gt. Portland St., W.1. Museum 1001. [4208

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Armstrong Lancaster saloon, 5,000 miles, as new; £1,375.

1938 Armstrong Siddeley 17hp saloon, genuine 24,000 miles from new, one owner, in the most superb condition, which must be seen to be appreciated; £650.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5262

1939 Armstrong Siddeley 16hp saloon, 6-light, perfect condition throughout.

PARAMOUNT MOTORS, 114, Tottenham Court Rd., W.1. Euston 7503 and 3526. [3164

1946 Armstrong Siddeley Hurricane coupe, splendid condition, black, red leather; £725.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5084

1947 Armstrong Siddeley Hurricane coupe, clean and good; £825.—Sands, Burnham, Bucks. 84. [4995

ARMSTRONG SIDDELEY Hurricane coupe 1946, splendid condition with car heater and Masteradio, owner going to America, sacrifice at £780 for quick sale.—Tel. Riverside 1013 after 7.00 evenings or before 9.15 mornings. [5174

ARMSTRONG SIDDELEY Typhoon, chassis no. 166161, cylinder block and head new but slightly cracked, for disposal.—View Steele's Road Garage, Haverstock Hill, N.W.3. Offers E. R. Lloyd & Co., 6, Laurence Pountney Hill, E.C.4. Man. 1409. [4820

FOR sale, 1949 Armstrong Siddeley Typhoon saloon, attractive appearance and in good condition; £985.—Tel. Bennett, Farnham Common 179. [4712

LIMOUSINES 1939 Series Long-25, exceptional. £680, also 17hp, leather throughout, partition, widest occasionals, black, small mileage, privately owned. £650. Below

7,800 authenticated mileage, latest long-17hp, partitioned, blue leather Limousine, widest occasionals, black, magnificent throughout, reasonable cost, selection from-£545. Seen:—Alps & Saunders (100 Limousines; lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [4957

Armstrong Siddeley Cars Wanted

WANTED, 1947-9 Armstrong Typhoon.—Jones' Garage, Syston, Leics. Syston 86257. [4989

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

CASH buyers of low mileage Armstrongs; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5.

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

JOHN BRODRICK, Ltd.

100% Armstrong Siddeley service.

ONE of the largest stockists in the country, and repairs carried out by Siddeley trained mechanics who are second to none.

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 20109. [0295

LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors for London.

CATALOGUES and details of new 2.6-litre available.

1949 2-litre racing saloon, actual car entered and raced at Spa and Le Mans 1949, completely overhauled by makers, re-upholstered and recellulosed British racing green, carrying makers' guarantee.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [4972

ACLAND & TABOR, Ltd., offer:—

THE Spa Aston Martin; this unique car in which Jock Horsfall won the 1948 Spa Race is now offered for sale in full road trim; mileage is under 4,500 and the car has been stripped and rebuilt by Aston Martin, Ltd., before being offered for sale; condition is as new throughout and carries full guarantee as a new car; finished in scarlet, with upholstery to match; enquiries will be dealt with strictly in rotation; price £1,450 inclusive of purchase tax.

APPLY North Road Garage, Welwyn 481. [4894

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

AUSTIN SEVEN

AUSTIN big 7's and 7's, several from £185.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [4755

AUSTIN Ruby, 1936, excellent condition, taxed; £175.—Tel. Gladstone 8891. [5426

1938 Austin 7, excellent condition throughout; £245.—Northways Garage, Swiss Cottage N.W.3. Primrose 1127. [5419

AUSTIN 7 Ruby saloon, one owner, 1935, excellent condition, nearest offer to £200.—Gilbert, Caxton House, Haslemere, Surrey. [5029

1939 Austin big 7, 4-door saloon; £295.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [3817

G. J. SHAFFER & Co., Ltd., offer 1938 Austin 7 cabriolet, good condition; £235.—120-132, Crickklewood Lane, London, N.W.2. Gladstone 3311. [4882

£98.—Austin 7 saloon, 1931, very good all-round condition, original paint, uses no oil, taxed.—Timms Motors, Colinette Rd., S.W.15. Tel. Putney 8667.

£89.—Austin 7, 1931 model, saloon, black, good condition, year's tax; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5239

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

AUSTIN EIGHT

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 8 1946 saloon, 11,000 miles; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5368

J. CORYTON, Ltd.

AUSTIN 8hp 4-door sun saloons, reasonable mileages, very well maintained and in first-class condition throughout, mechanically guaranteed, choice of two; from £515.

139/149, Fulham Rd., South Kensington. Ken 1410. [6390

THE MOTOR MART offer:—

1947 Austin 8 sports 2-seater, pale green and chrome, very attractive; £295.—Manchester Rd., Higher Ince, Wigan. Tel. 44730. [4816

HAROLD RADFORD & Co., Ltd.

1946 Austin 8 saloon, finished in black with brown leather upholstery, 21,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8 saloon, black, with brown leather upholstery, 15,000 miles; £585.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner). Hillside 0024. [5021

COLINDALE SERVICE STATION offers:—

1940 Austin 8, very good condition; £385.—155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [4913

AUSTIN 8hp tourer, 1st reg. 12/45, new carpets, hood, resprayed; £250.—Amersham 858. [5192

GATEHOUSE offer 1947 (June) Austin 8 4-door saloon, 14,000 miles, one owner; £625.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6 Mountview 4444.

1948 (Sept.) Austin 8 saloon; £595.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [2692

1940 Austin 8 saloon, immaculate condition throughout, black body, brown leather, tyres as new, very nice runner; 300gns.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352.

£335.—1941 Austin 8 sal., black, blue leather upholstery, new engine, 5,000 miles, exceptional condition.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558. [4861

NAYLOR & ROOT, Ltd.—1947 Austin 8 saloon, black, brown hide upholstery, low mileage, excellent condition throughout; £545; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5037

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

AUSTIN 10 1938 saloon, good condition; £325.—Box 5931. [4794

1940 Austin 10hp saloon, excellent condition; £395.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [4199

1937 Austin 10 saloon; £325.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [4904

1947 Austin 10 saloon de luxe, black/brown, under 20,000, most meticulously maintained by one owner; £650.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [5235

1940 Austin 10, very good condition; £400.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mal. 1627. [7219

1950 (registered) Austin 10 utility, unrepeatable bargain; £495.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [5322

1946 (December) Austin 10hp saloon de luxe, black, brown leather, low mileage, excellent condition, taxed year; £595.—Fer. 7366. [5188

1938 Austin 10 saloon maroon, in very good condition throughout, £395.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5416

BRUTONS, Ltd., offer 1939 Austin 10 Cambridge saloon, black, replacement engine, dynamo, self-starter, speedometer, etc., superb order; £395, bargain. Offers 1873. [5334

1946 Austin 10 saloon de luxe, one owner, beautiful condition, well maintained, taxed year.—Kingston House Garage, Ennismore Gardens, S.W.7. Tel. Ken. 6726. [5303

AUSTIN 10 saloon 1946 November, black, brown leather, excellent condition; £595; exchange.—B. & H. Motors, 1468, High Rd., Whetstone, London, N.20. Hillside 6671. [5230

£225.—1936 Austin 10 tourer, 4-str., metallic grey, beige leather, 5 very good tyres, in really first class condition throughout.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558. [4865

245gns.—Austin 10, 1939 model, Cambridge de luxe 4-door saloon, black, sliding head, maroon leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5240

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—30, Ryecroft Rd S.W.16 Tulse Hill 1288. [2775

AUSTIN 10, 1936 or later.—Gordon Wooderson, 46a, Drewstead Rd. S.W.16. Streatham 8638. [2739

BRIDGE MOTORS urgently require all models Austin 10.—Church St., Rickmansworth. Tel. 2362. [5030

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons Lord St., Southport. Tel. 2268. [0785

1939-1949 Austin 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15 Sta. 2232 and 0464 [4917

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5308

MAGDALEN MOTORS wish to purchase 1939-49 Austin 10s in super condition, and are prepared to pay the prices such cars demand.—Magdalen Motors, 311, Trinity Rd., S.W.18. Bat. 5573. [5288

AUSTIN A40

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Austin A40 Devon saloon, colour blue, brown leather upholstery, radio and heater, an excellent motor car; £665.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [9199

CAR MART, Ltd.

LONDON Distributors.

AUSTIN A40 1949 Devon saloon, radio, heater, 6,000 miles; £920.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5369

NEWNHAMS, Ltd

1949 Austin A40 saloon, blue, low mileage.

NEWNHAM House 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [2752

OVERSEAS CARS, Ltd.

1949 Austin A40 Devon saloon, mist green, sun roof, radio and heater, 9,000 miles; £875; for other Overseas Cars bargains see page 27.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [4981

WIMBUSH for Austins:—

1949 Austin A40 4-door Devon saloon, fawn with beige upholstery, 10,000 miles by one careful owner; £945.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [4316

SIMPSON'S MOTORS offer:—

1948 Austin A40 4-door sun roof, 1,800 miles; £790.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [4295

HAROLD RADFORD & Co., Ltd

1949 Austin A40 Devon saloon, 4,000 miles, one owner, black with beige upholstery and sunshine roof, in perfect condition throughout

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Devon saloon, 8,000 miles, grey, radio and heater.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. [4780

PHILIP RICKARDS, Ltd., offer:—

1948 Austin A40 Dorset saloon, 11,000 miles, green, perfect condition.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. [4779

WADDINGTON MOTORS, Ltd., offer:—

1948 (October) Austin A40 Dorset saloon, H.M.V. radio, taxed for year, perfect condition; £795.—Fortune Green Rd., N.W.6. Ham. 2211. [3348

1949 Austin A40, grey, blue upholstery, 10,400 miles, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5097

1948 Austin Devon saloon, mist green, fitted heater, low mileage; £815.

THE PANTILES SERVICE GARAGE, London Rd., Guildford 5326. [5316

1949 Austin A40 Devon, 8,500 miles; £857.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5006

£850.—1949 Austin Devon saloon, 10,000 miles.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [4559

1949 Devon saloon, black, sun roof, heater, 8,500 miles; £870.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0911. [5107

£770.—Austin Devon 4-door saloon, 1 owner, heater, taxed year, Dec., 1948, Perfect.—Grove Motors, North Rd., Southall 3477. [4658

1949 Austin A40 saloon, radio and heater, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5138

1948 and 1949 Austin A40s, Devon and Dorsets, available; choice of 5; trade supplied.—Allery & Bernard, Ltd., 372, Kings Rd., S.W.3. Fla. 7345. [3539

1949 Austin A40 saloon, blue, blue leather upholstery, under 5,000 miles, almost as new; £850.—George Osborne, Ltd., 136/138, Streatham Hill, S.W.2. Tulse Hill 5937. [4071

£775.—1948 Austin A40 sal. blue, 10,000 miles, radio and heater, showroom cond throughout.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558. [4860

1949 Austin A40 4-door saloon, radio, heater, sun roof, speedometer reading 10,000, perfect condition throughout; £835; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [3548

Austin A40 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957

A40 cars wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [1092

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

POST-WAR Austin A40 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

SELL your A40 to us; all Austin models urgently wanted.—Offord, 67, George St., W.1. Wel. 6899.

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

CASH offer given immediately on sight for Austin A40 saloons, 1949, low mileage.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [4195

AUSTIN A40 cars wanted.—Motourists (London) Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

AUSTIN TWELVE

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 12 1947 saloon, 6 months' guarantee; £835.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5370

1939 Austin 12 saloon, very sound; £375.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5007

AUSTIN 12, 1934, thoroughly overhauled and sprayed, suitable for hire work; £295.—F. Pusey, 71, Wycombe End, Beaconsfield, Bucks. [4036

£395.—1939 Austin 12 de luxe saloon, one private owner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5323

1939 Austin 12, excellent appearance and mechanical condition; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127 [5420

1939 Austin 12.4 de luxe saloon, in outstanding condition, black, brown hide, taxed; £435.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [3762

WALTER SCOTT, Ltd.—1938 Austin 12 saloon, black, brown leather, carefully used, excellent condition; £375.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [4285

£265.—1935 Austin 12 7-seater long chassis saloon, leather upholstery, pressed steel wheels, beautiful condition throughout, perfect chassis, taxed.—Value Cars, 362, Upper Richmond Rd., East Sheen. [5292

1936 Austin 12 saloon, blue/blue leather, one owner only, reconditioned engine, A.1 tyres, mileage nominal, this car is in quite exceptionally fine condition throughout, original paintwork.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4303

395 gns.—Austin 12, 1940 model de luxe 4-door saloon, black, sliding head, brown leather, radio, one owner, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5260

TANKARD & SMITH, Ltd., offer 1939 Austin 12 saloon, in black, with brown leather, very clean car in first-class mechanical condition; £450; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [4764

Austin Twelve Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 16 1948 saloon, 8,000 miles; £935.—297, Euston Rd., N.W.1. Euston 1212. [5372

DICKS CAR SALES offer.—

1946 Austin 16 saloon, carefully used; genuine bargain £695.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4432

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1948 (September) Austin 16hp, black, brown interior, 16,000 miles, immaculate condition, taxed end of year; £875.—D. J. Shepherd & Co., (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1948 (Oct.) Austin 16 saloon, sliding roof, heater, low mileage; £925; also,

1947 Austin 16 saloon, one owner; £850.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5083

ARCHIE SIMONS & Co., Ltd.—1946 Austin 16hp saloon, one owner; £725.—94, Gt. Portland St., W.1. Lan. 1345. [4845

1947 16hp saloon, black/brown hide upholstery, low mileage, heater, exceptional condition; £875.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [5108

1946 (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8926

WALTER SCOTT, Ltd.—1946 Austin 16 de luxe saloon, black brown leather, carefully used, excellent condition; £675.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [4285

£425.—1939 Austin 16 Goodwood drop head saloon, one owner only, reconditioned engine and clutch just fitted, unworn tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5327

1937 Austin 16 sal., black, brown leather upholstery, reconditioned engine, in exceptional condition throughout; £350.—Makin & Harrison, 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558. [4864

1949 Austin 16 saloon, dark blue, leather throughout, heater, radio, exceptional condition; £965; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. May. 0621-2.

1947 (June) Austin 16hp de luxe saloon in black with brown leather, fitted heater, genuine 9,000 mls., as new; £825.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4326

£795.—November, 1947, Austin 16 de luxe saloon, low mileage, black, brown leather throughout, truly immaculate condition, any trial or qualified inspection; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate. Maryland 2534. [4991

AUSTIN 1935 16hp, brown, excellent condition, engine unit overhauled, mileage in last five years, less than 200.—Box 5955. [5444

1947 Austin 16, low mileage, one owner, excellent condition; £895.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [5487

1948 Austin 16, black, brown leather, 16,000 miles, very good condition; £825.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and 2873. [4198

1949 Austin 16, mileage 14,000, many extras, loose covers, two spotlights, wireless, heater, taxed year, black, brown leather interior, this car is as new, one owner £935.—Collems Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468.

1947 Austin 16, one owner, car fastidiously maintained, coachwork indistinguishable from new, immaculate interior, specimen vehicle altogether irreproachable, heater, exceptional value; 775gns. Terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [5411

695 gns.—Austin 16, 1946, de luxe 4-door saloon, black, sliding head, blue leather, Philco radio, heater, spare unused, one careful owner, very exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5241

NAYLOR & ROOT, Ltd.—1948 Austin 16 saloon, black, brown hide upholstery, low mileage, equal to new throughout; £895; three month's guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5038

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0955

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

AUSTIN A70 1949 saloon, 6,000 miles; £1,195.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

TOM GARNER, Ltd., offer:—

1949 Austin A70 Hampshire saloon, green, with brown upholstery, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4769

WARWICK WRIGHT, Ltd., offer:—

1949 Austin A70 Hampshire saloon, suede green brown leather, 7,000 miles; £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4925

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Austin A70, radio and heater; £1,125.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3814

CHARLES RICKARDS, Ltd., the house of standing and repute

1949 (June) Austin A70 saloon, one owner, 5,000 miles (genuine), blue, faultless condition; £1,175.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820 [4788

1949 July (ex-covenant) Austin A70 saloon, turquoise blue, low mileage, as new throughout; £1,125.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2228

1949 Austin A70 Hampshire, finished in green, with beige upholstery, fitted heater, radio, as brand new; £1,075. Terms, exchanges.—Tel. Amherst 2000, Fanfare Motors, 99-115, Clarence Rd., London, E.5.

AUSTIN EIGHTEEN

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 18 1936 York long chassis saloon; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

LONDON CARS offer:—

1937 Austin 18hp saloon, really first-class mechanical condition, very roomy, new tyres, etc. bargain; £285.

LONDON CARS, 592-6 Greenford Rd., Greenford, Middx. Waxlow 2643. [5408

SIMPSON'S MOTORS offer:—

1939 Austin 7-seater, £10 per year tax, immaculate condition; £800.

SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists). Wembley 5903 [5052

AUSTIN 18 Ivor limousine.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

LIMOUSINE, 1938, 18hp Ivor 7-seater £10 tax, bargain; £595.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226 [1822

R. C. MORTLAKE offers 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2846

ROSE & YOUNG, Ltd., offer 1938 Austin Ivor 7-passenger saloon, black, reconditioned engine; £725.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1040

1938 Austin 18 Norfolk saloon de luxe, in immaculate condition, all original paint, mileage 42,000, car in every way as new.—Collems Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [4912

1935 Austin 18 York 7-passenger, face forward occasionals, one private owner, total mileage 58,000, complete history available; £535.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4315

£515.—1937 Austin 18 York 7-seater de luxe limousine, immaculate condition and excellent mechanically, really worth this price; sold with Lambs' three point charter, written guarantee, hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [5308

A & S Offer selected quality carriages—(not cheap and doubtful variety) inspection invited:—

SEVEN Seaters 1936/1937 Saloons also partitioned Limousines, desirable condition, selection. £450. below

SEVEN seaters 1938/1939 Saloons, excellent condition, leather throughout, black, certified mechanically.

LIMOUSINES 1938/1939 Ivers, partition, forward occasionals, leather throughout, black, immaculate. £790.

HEARSE, 1938, Deck 7ft 3in, streamlined 4-bearer 1950 Coachwork, lavishly equipped. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [4958

Austin Eighteen Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

AUSTIN TWENTY

CAR MART Ltd.

LONDON Distributors.

AUSTIN 20 1938 Mayfair 7-seater limousine, 6 months' guarantee; £975.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5374

1940 Austin Ranelagh limousine, leather, superb order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4223

AUSTIN limousine 1936 seven seats, excellent condition, one owner, black, blue hide, Flewitt coachbuilt body, taxed; £400.—Laithwaite, 15, Eccles Old Rd., Salford, 6. Tel. Pendleton 1414. [4818

LIMOUSINE 1935 Double Enclosed, 7-forward, blue leather throughout, exceptional, ready service. £435. Also 1937 Mayfair, magnificent order. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [4959

Austin Twenty Car Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

AUSTIN TWENTY-FOUR

1932 Austin landaulette 7-seater with division, in very good condition throughout; £195.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5277

1938 Austin 24hp Mayfair limousine with division, 7-passenger, immaculate throughout including engine overhauled not yet run in; sold with Lambs' three point charter, written guarantee, hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [5309

AUSTIN A125 and A135

SHEERLINE saloon, 1949, finished black with beige leather, 12,000 miles.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5020

6000 miles.—1949 (Jan.) Austin Princess saloon, grey, loose covers.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.)

1949 (August) Austin Sheerline, excellent condition, 9,000 miles, new Princess arrived; best offer over £1,600.—Reggan Clothing Manufacturers, Ltd., Carstairs St., Glasgow, S.E. [4994

Austin A125 and A135 Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

AUSTIN MISCELLANEOUS

J. DAVY.

1949 (February) Austin 16, blue, brown hide, H.M.V. radio, 14,000 miles; £975.

1947 (April) Austin 16, black, brown hide, one owner, 22,000 miles; £835.

1947 (May) Austin 10, black, brown hide, as new, 21,000 miles; £675.

1939 Austin 12, original and outstanding condition; £495.

1938 (March) Austin 10 Cambridge de luxe saloon, radio almost new, 42,000 miles; £485.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6945. [4902

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

G. NORMAN & Co

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0922

CORBITT & TAYLOR urgently require all types Austin.—22, Conduit Mews W.1. Amb. 6049. [4215

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5127

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

CHARLES RICKARDS, Ltd., wish to purchase good post-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. [4790

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

AUSTIN 8, 10, 12 and 16hp saloon, late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. [0416

1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

Austin Spares and Service

NORMAND, Ltd.,

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0252

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [0160

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

FOR Austin mudguards, running boards, 1931-39. Brooks, 85, Queens Rd., Brighton. [0382

REPAIRS! New pattern gears (7, 10hp, etc.); recond. & exch. gear boxes; trade discount!—Pri. 2647. 10, Winchester Mews, N.W.3. [0196

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2832 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22676. [0285

WITHAM'S offer replacement parts for Austin 7 at very keen prices; everything in stock; exchange units; write us first and save time and money.—Witham's Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [0615

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimoledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

CMC AR MART, Ltd.

BENTLEY 4¼-litre 1948 razor-edge sports saloon by H. J. Mulliner, grey, 13,000 miles; £4,750.

BENTLEY 4¼-litre 1947 (Dec.) razor edge sports saloon by H. J. Mulliner, 8,000 miles; £4,475.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5375

HRH. R. Owen, Ltd.,

17, Berkeley Street.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

PROUD Members of the Swain Group

A NATIONAL Motoring Organisation.

1934 Bentley 3½-litre drop head coupe by Freestone and Webb, colour blue with grey hide upholstery. Ref. H.4715.

1936 Bentley 4¼-litre 4-dr. saloon by H. J. Mulliner, colour black with brown hide upholstery, fitted with time clock, twin horns, spot lamp, side mounted spare with cover. Ref. H.4146.

1938 Bentley 4¼-litre saloon by Park Ward, colour black with gold line and beige hide upholstery. Ref. H. 4447.

1947 Bentley Mark VI 4¼-litre standard steel sports saloon by Bentley Motors, colour maroon with maroon hide, H.M.V. radio, heater and demister. Ref. H.4906.

ALL cars carry our unique six months' guarantee. Please write or 'phone for details to:

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1

TEL. Mayfair 9060 (10 lines). [4867

FOX

OFFICIALLY appointed retailers of Rolls-Royce and Bentley cars; Mark VI Standard steel saloon, black, brown leather, 27,000 miles, first reg. November, 1947, chassis modified 1950; £3,350.—H. A. Fox & Co., Ltd., 3-5 Burlington Gardens, London, W.1. Tel. Reg. 7687. [4108

RIPPON

RIPPON

RIPPON BROS., Ltd.

NORTHERN Bentley specialists.

1949 Mark VI Standard saloon, maroon with beige leather.

1948 Mark VI Standard saloon, grey with maroon leather.

1935 3½-litre 4-door sports saloon by Park Ward.

1934 3½-litre 4-door sports saloon by Park Ward, black with green leather.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). [0905

JBJ ACK BARCLAY, LIMITED,

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 2444. [0067

JACK OLDING of Mayfair

OFFICIAL Rolls-Royce and Bentley retailers

OFFER:—

MARK VI Bentley standard saloon, finished black with brown leather upholstery, mileage approximately 20,000, March, 1948.

DETAILS of new and used Bentley cars for reasonable delivery on application.

AUDLEY HOUSE,

NORTH Audley St., W.1. Mayfair 5242.

DICKS CAR SALES offer:— [5015

1937 Bentley 4¼-litre drop head coupe, maintained regardless of cost, really fine order; £1,495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6838-9. [4430

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1949 (April) Bentley Mark VI, chassis B376DA, fitted with Countryman Town and Country saloon body with folding rear seats, finished in natural polished mahogany and grey cellulose, with blue leather upholstery, mileage 9,000 only.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

ACLAND & TABOR, Ltd., offer:—

1936 Bentley Sedanca coupe by Windover, overhauled at cost of £600, in new condition; £1,375.

APPLY North Road Garage, Welwyn 481. [4895

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 (November) Bentley Mark VI saloon, genuine 13,000 miles one owner; £3,500.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3 [2932

LARGE stock of 3½-4½ Bentley cars for disposal.

LH. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

1949 Bentley Mark VI saloon, standard body, low mileage.—Below.

1948 Bentley Mark VI, standard body, 18,000 miles.—Below.

1948 Bentley Mark VI, standard body, 6,000 miles.—Below.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, M'cr, 19. Rus. 2874/5. [5665

1935 delivery 3½-litre Bentley Park Ward sports saloon, blue with blue leather.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8.) [6303

CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1948 Bentley Mk. VI all-steel saloon, black, brown leather, 22,000 miles, superb condition; £3,500.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [4892

1948 Mark VI standard saloon, 17,000 miles, black with brown leather upholstery, one owner; £3,500.—Box 5850. [4062

1934 Bentley 3½-litre Park Ward saloon; £795.—Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [1293

1937 4¼-litre Bentley super attractive Gurney Nutting sedanca coupe, K.T. series, excellent chassis; £1,575. J. F. Crawley, Western 6015. [5033

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3) officially appointed Bentley retailers and repairers; reliable used cars in stock. [4970

1934 3½-litre Bentley Park Ward saloon, one owner since new, 71,000 miles, genuine, recent engine overhaul; £955.—J. F. Crawley, Western 6015. [5034

1939 Bentley 4¼ overdrive foursome drop head coupe, show model; part exchange 1936-7 saloon.—Taylor, 37, Elvaston Place, S.W.7. Weston 0499. [5312

ROLLS-BENTLEY 3½-litre 4-door saloon, in excellent order beautifully maintained, 2 owners, taxed year; £950.—Frank Dale, 56, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. [8151

1936 (November) 4¼-litre Bentley 4-door Thrupp & Maberly sunshine saloon, radio, very attractive, exceptional condition.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [4490

MARK VI standard Bentley saloon, finished mistletoe green with brown leather upholstery, 22,000 miles, first registered December 1948.—Wards, of Putney, 72, West Hill, S.W.15. Vandyke 1533. [9015

ROSE & YOUNG, Ltd., offer 1936 series Bentley 3½-litre sports saloon, Thrupp & Maberly; £1,075.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1033

£950.—Probably the prettiest 3½ Rolls-Bentley on the road; 1934-5 series, striking sedanca coupe with flared wings, discs, radio, etc., superb cond., black, green leather, lined out in gold; opportunity for somebody wanting an unusual Bentley; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5001

BENTLEY (other than 3½ & 4¼-litre)

PERFORMANCE CARS (Ham. 8707).—See our main advertisement under Sports Cars column. [2089

3-litre Speed Model, open 4-seater, recently re-sprayed black, good all-weather equipment; £290.—'Phone Ray, 1528 or Orpington 2820. [5171

BENTLEY 3-litre open 4-str., terrific performance, short chassis, red label, new battery and tonneau cover, 4½-litre magnetos and axle, many extras; £275.

BENTLEY 4¼-litre 1950 open 4-str., just re-cellulosed, built-in jacks, all over tonneau cover, new tyres and oversize battery, 2 spares, really excellent chassis, a car above average; £595.—Eton Motors, 33a, Adam & Eve Mews, Kensington High St., W.8. [5442

1927 6-litre Bentley chassis (less engine), 3.5 to 1 axle, in sound condition, servo brakes; nearest £59.—F. Gordon, 679, Chorley New Rd., Horwich, near Bolton, Lancs. [5200

4½-litre Bentley (registered October, 1938) Park Ward saloon, black with beige upholstery, radio, excellent condition, price £1,750.—The Jones Motor House, Market Drayton, Shropshire. [5446

4½-litre 1928 Bentley sports saloon, 3,000 miles only since rebuild and recellulose, nearly new tyres and battery, chauffeur maintained, immaculate condition; best offer over £550.—Monkhouse, 3, Hardwidge St., London, S.E.1. (Hop. 2286.) [4741

BENTLEY 1929 4½-litre, short chassis open 4-str., in faultless mechanical condition, done less than 2,000 miles since rebore, coachwork immaculate with new tonneau cover, hood and hood cover; £450.—P. Lee, Park House, Shaw, Oldham. Shaw 7529. [5434

4½ Short chassis speed model 4-seater Bentley, engine and chassis reconditioned, coachwork recellulosed black, red hide, new tyres, new superquality hood, envelope and allover tonneau, P100 lamps, an exceptionally potent specimen.—Speedsters, Ltd., Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 625. [4987

4½-litre 1928 (March) sports saloon, in well above average condition throughout, not a thing requires to be done to it, 3.53 axle, very quiet gear box, braking first-class, nil oil consumption, all tyres only 25% worn; price 325gns.—For full particulars apply Chalk, 102, Dulwich Village, S.E.21. Tel. Gipsy Hill 2928. [5185

Bentley Cars Wanted

CMC AR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

SGO UR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

ABENTLEY CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted 1946-7-8 Mark VI standard saloons.—R. S. MEAD, 42, Queen St., Maidenhead. Tel. 2642. [3684

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Hom. 6041.

BENTLEY 4¼ saloon or drop head; lowest price.—B. 3a, Kenilworth Court, Hagley Rd., B'ham, 16.

CENTRAL GARAGE, Croydon, wish to purchase any type of Bentley cars.—Central Garage, Croydon. Tel. Cro. 7464. [9318

URGENTLY required, good 3½-litre or 4¼-litre pre-war Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [4941

R. C. WIMBUSH, Ltd., are desirous of purchasing Bentley cars in first class condition, particularly post-war Mark VI saloon.

312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [4319

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7458

1937-38 20-25 Bentley 4¼ close-coupled 4-door saloon, must stand works inspection.—Full details and lowest price to Allen, 9, Cambray Court, Cheltenham. [4997

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0613

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, —12, Wellesley Ave., W.6. Riv. 1413. [8363

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

W. M. COUPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models, servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1996

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0447

BRISTOL

UM Ltd

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS Ltd. Stratton House, 80, Piccadilly, W.1. Gro 4141 [0166

AFN. Ltd. offer:—

1949 (July) Bristol 400, maroon-metallichrome, one owner, mileage 6,000.

1948 (June) Bristol 400, metallic green, engine fitted Solex carburettors and sports camshaft, and has just been overhauled by manufacturers

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [3343

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296

1947 Bristol 400 saloon, black, 14,000 miles.—University Motors, Ltd., Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [5353

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 82, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598.

1949 Bristol 400 saloon, maroon, chromium wheels, 15,000 miles.—University Motors, Ltd., Stratton House, 80, Piccadilly, W.1. Grosvenor 4141.

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

1949 type 400, mileage 10,000, immaculate, supplied and maintained by us.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [3886

1949 (August) Bristol model 400 in works condition throughout, dove grey, H.M.V. radio, small mileage.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon, Surrey. Croydon 5470. [5335

Bristol Cars Wanted

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [4380

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 0638. [0458

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245

B.S.A.

195 gns.—B.S.A. Scout, July, 1936, 10hp, series 3 sports 4-str., black, excellent condition, taxed; terms, exchanges.—Rowland Smith, below:

265 gns.—B.S.A. Scout, 1939 model, 10hp series 6 sports 2-str., metallic blue, blue leather, very good condition, year's tax; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5242

1935 12hp saloon, maroon and black, exceptional condition; £250.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [5109

1938 B.S.A. Scout 2-seater roadster, black, in splendid condition mechanically, an enthusiast's car; bargain, £275.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4473

1935 B.S.A. Scout fitted sports body, foldflat screen, etc., British racing green, chassis excellent, wants wiring; £92/10.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (station), S.W.19. Liberty 3083. [4827

B.S.A. Cars Wanted

R

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WANTED, B.S.A. f.w.d. car or spares; sale, 3-wheeler.—23, Sedgemoor, Woolavington, Bridgwater.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

BUGATTI

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3590

BUGATTI Type 46, 5-litre ex-Colonel Sorrel, black Weymann sunshine saloon with glass wind-up partition, a really beautiful example of unadulterated Bugatti; price £850.—J. E. Ellis, North St., Scalby, Scarborough. Tel. Scalby 483 and 158. [4717

TANKARD & SMITH, Ltd., offer Bugatti Type 35 2-litre Grand Prix; this car is in showcase condition throughout, was formerly owned by Dick Seaman and has recently lapped the Silverstone Club circuit in 1 min 50 sec; equipment includes wings, lamps, fold-flat and twin aero screens, a hood and tonneau cover; ready to use as a competition or ultra-fast road car, being perfectly docile when required; £475; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [4768

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

COACHCRAFT offer:—

£295 or nearest!—1935/6 Buick 6-bearer hearse, modern streamlined 4-door body, in magnificent condition throughout, converts to 9-seater limousine with division, 7.50×16 low-pressure tyres, twin spares, most impressive dual purpose vehicle at sensible price; A.A. or R.A.C. inspection invited; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4468

SIMPSON'S MOTORS offer:—

1939 Buick, as new, definitely immaculate motor car, mechanically perfect.

1938 Buick American type Carlton drop head foursome, fitted radio, heater, spotlight, immaculate condition throughout; £525.

1937 Buick special foursome drop head coupe, immaculate; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [4293

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Buick 51 super saloon, r.h.d., low mileage.

LATEST model Buick saloon (portholes), 3,000 miles.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken 4858.

£325—1937 Buick 31, hide upholstery, radio, immaculate throughout.—Value Cars, 362, Upper Richmond Rd., East Sheen. [5291

LIMOUSINES, roomy 8-seaters, not ex-hire, choice of two from £395; exchanges, hire purchase.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226 [1823

LIMOUSINE 1946 de luxe, 7 forward, black, immaculate. £1685. Another similar £1230. Seen:—Alpe & Saunders (100 Limousines: Lists posted), Providence Court, Grosvenor Square. 2941-Mayfair. [4966A

£275—Buick 31hp saloon, 1937, full 6-seater body, straight across front seats, black and chrome finish, real leather interior, clean condition throughout, excellent runner, fully guaranteed in writing.—See below.

£195—Buick 28hp 6-seater saloon, 1935, finished in maroon with red leather, excellent condition for the year, tip-top performance, several extras, twin trumpet horns, windscreen demisters, Bosche spotlamp, special opportunity.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Over 40 American cars in stock; write for 18-page catalogue, easy and confidential hire purchase facilities, part exchanges, free delivery. [5393

COWLEY MOTORS offer:—Actual 1940 Buick American model special 31hp, grey with fawn whipcord upholstery, one owner, nominal mileage, radio, heater, many post-war features.—Cowley Motors, American Automobile Specialists, 473, Cranbrook Rd., Ilford, Essex. 5 minutes from Gants Hill Tube Station. Tel. Valentine 1066. [4830

A SPECIAL-BODIED post-war Roadmaster Buick, streamlined saloon, coachwork immaculate, in cream with rich Venetian velour upholstery, many extras including built-in radio, central and cold air heating, etc., independent suspension all round, chromium wheels, registered September, 1947, l.h.d. taxed year, £10 tax, tyres new, a most beautiful car and the only one of its type, £1,025, exchanges.—Eton Motors, 33a, Adam & Eve Mews, Kensington High St., W.8. [5441

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [7994

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10 Tel. Elgar 7911. [0141

CADILLAC

1947 Cadillac, type 61 two-door sports saloon, low mileage, magnificent condition; £2,150.—J. F. Crawley. Western 6015. [5031

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

1938 Chevrolet 27hp saloon, taxed, any trial; £150; payments.—Oldfield, 4, Russell Gardens Mews, Kensington. Park 7780. [5402

1950 Chevrolet Fleetmaster saloon, latest type, unquestionable condition.—Autowork (Winchester), Ltd., Tel. Winchester 4834/3406. [4854

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5126

1939 Chevrolet Master 6 fixed head coupe, with occasional seats, coachwork unmarked; £525.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [4403

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering from our huge stock of used cars of all types, a Chevrolet fixed head 4-str. coupe, 1939, 30hp, this car has just been re-cellulosed and re-chromed where necessary, and is a most attractive car; £500.—Ford House, New Rd., Dagenham. Tel. Rainham 770 (8 lines). [5452

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5144

CHRYSLER

£595—Superb and very scarce 1939 model Chrysler Imperial Eight special foursome drophead coupe with magnificent English bodywork by the Carlton Carriage Co., immaculately finished in black with a wealth of chromed frontal accessories and flashings, upholstered in finest quality leather throughout and fitted special overdrive, built in push-button radio and a positive host of luxurious items of equipment; synchromatic finger-tip controls mounted on the steering column, and many other post-war features; this car has had but one previous owner, has actually been taxed half-duty for a considerable period and is in most outstanding mechanical order due to the limited amount of careful usage and scrupulous maintenance received since new; all six tyres have been renewed very recently, one spare appears to be unused and to the prospective purchaser seeking something really different in the way of American dropheads, this Chrysler must appeal in every way. Any examination by A.A., R.A.C. and other qualified engineer is invited and the car is offered with a comprehensive written guarantee by Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write, call or phone; easy and confidential hire-purchase facilities; part-exchanges; free delivery. [5390

Chrysler Cars Wanted

CASH immediately for good Chrysler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4935

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998

Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 0141. [0018

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

ACE SERVICE STATION (LONDON), Ltd., the Citroen distributors, offer:—

1947 Citroen Light 15 saloon, colour black with beige upholstery; £785.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [4919

JOHN S. TRUSCOTT, Ltd., for post-war Citroens; only first-class examples are offered.

PRESENT stock includes one 1948 saloon, metallic grey, red leather; £895; also:—

1946 saloon, black, brown hide; £725.

BOTH above cars sold by us, and particularly well maintained by very experienced owners.

EXCHANGES, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [5045

1940 Citroen light fifteen, good condition throughout, many extras, new tyres; £420.—Elmbridge 1273. [4999

H. W. MOTORS, Ltd., the Citroen specialists, always maintain a selection of these very interesting cars. Please write or 'phone for details.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [4866

1939 Citroen 15 de luxe saloon, very smart appearance, cellulosed dark green with leather to match; £335; cash or terms.—12, Church St., Luton 4212. [5413

1940 20hp 6-cyl Citroen saloon colour silver with red leather, recent overhaul, nearly new tyres, special large head lights, twin spot lamps, twin horn, Fram oil filter, etc.; £875.—Woking Motors (Maybury Hill), Ltd., Woking 1928.

725 gns.—Citroen 15, August, 1946, de luxe 4-door saloon, mist green, sliding head, red leather, small mileage, good tyres, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5243

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

KENTISH & THOMSON, Ltd.

WE are always interested to hear of good post-war and pre-war Citroen cars for sales.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [5269

I REQUIRE post-war Citroen urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [3805

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

CASH immediately for good Citroen.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4940

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [5048

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

Citroen Spares and Service

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London. Citroen spares and service. 50 Vauxhall Bridge Rd. S.W.1. Victoria 7611-6. [0756

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8, Grams, Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr. service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews, S. Kensington, S.W.7. Western 6974.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow. 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr; all spares stocked. [9247

DAIMLER

BROOKLANDS.

1948 Daimler 2½-litre saloon, one private owner, chauffeur driven, immaculate condition.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [4973

CAR MART, Ltd.

DAIMLER 2½-litre 1949 saloon, 7,000 miles; £1,795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5376

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.

1937 Daimler E.L. series 24hp 4-door drop head coupe by Tickford, 36,000 miles only; any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [4282

1946 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951. [5340

1938 25hp Daimler Straight 8 saloon, 20,000 miles only; £650.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [7417

CASS'S MOTOR MART.—1938 Daimler 2½-litre sports saloon, superb order, written guarantee.—5 Warren St., W.1. Euston 4110. [4447

1949 Daimler 2½-litre d.h. coupe, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5135

1938 model 32 Straight 8, F chassis, 15,000 miles, 6 wheels, Ace discs, guaranteed; £565.—J. B. Tanebourne, 30, Wilton Row, S.W.1. Sloane 4665.

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

STRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404). [3485

THREE Daimler limousines for sale, 35hp, one fluid drive, P. type chassis, in good condition and running order; £300 to £350 each.—Blake & Horlock, Ltd., 27, Silver St., Enfield, Middlesex. Enfield 3221. [4811

1939 Daimler 2½-litre black 4-door saloon, recently overhauled, carefully maintained and in excellent condition; one owner since new; radio; £685 or very near offer.—Fletcher, High Meadow, Ridgebourne Rd., Shrewsbury. [4091

1949 modification 36hp Daimler, 8,000 miles, Hooper razor-edged saloon, electric division, black, blue leather, radio and every luxury, magnificent motor car.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [1780

£695—Daimler Straight 8 1935 black limousine, forward occasionals, new tyres, really exceptional condition. — Titmuss (formerly with the Daimler Co., Ltd.), Daimler and Lanchester repairs specialist, 81, Clapham Rd., London, S.W.9. Rel. 1647.

1937 (March) Daimler 3½-litre pillarless saloon, finished blue and gunmetal, 2 owners only, total mileage 37,000 since new, manufacturers' report available in showroom condition and unusually handsome design. £850.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4191

Daimler Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0952

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.— Upper St. Martin's Lane, W.C.2. Tem. 3588. [5131

PART exchange 1938 Daimler 15hp Mulliner saloon for post-war Daimler 18hp.—Hughes, North Avenue, Greenmount, Bury. [4698

STRATSTONE, Ltd., wish to purchase Daimler 2½-litre models in good condition; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.)

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

GENUINE Daimler and Lanchester spare parts available from the Daimler distributors.—Stratstone, Ltd., 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [3487

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

DARRACQ

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3593

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office, 82, Park St., W.1. [6493

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mai. 0267. [1099

DELAHAYE

SELBORNE (MAYFAIR), Ltd.

795 gns.—1938 model 135M, with most attractive convertible foursome drop head coupe body.

45, South Audley St., W.1. [4831

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1. [2407

D.K.W.

1940 D.K.W. drop head coupe de luxe 4-seater, recently overhauled; £275.—10, Oakleigh Court, East Barnet, Herts. [5181

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192

DODGE specialists. repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. (Tel. Balham 2234. [0362

FIAT

DICKS CAR SALES offer:—

1939 Fiat drop head coupe, carefully used, excellent runner; £275.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [5223

FIAT 1939 500 coupe a car that must be seen to be appreciated.—Bartlett, 27a, Pembridge Villas, W.11.

1500 2/4-seater Ghia drop head, re-chromed and re-cellulosed maroon, new battery, engine as new; £450.—Phillips, Chase, Sible Hedingham, Essex.

1939 model Fiat 500 coupe, black, red leather, excellent condition, 5 new tyres, taxed Dec.; £295.—J. Lott, Fairview, Lyminge, Folkestone. Tel. 87292. [4805

AN opportunity to acquire an exceptional car: 1940 Fiat 500 coupe, one owner only, reconditioned throughout, new tyres, many extras, guaranteed.—Rushmer, Fiat Specialists, 39, Holland Park, W.11. Park 5731. [5348

MAYFAIR GARAGES, Ltd.—July 1939 1100 pillarless de luxe sunshine saloon, black and silver, red leather, just completely reconditioned (receipts available), all new tyres, probably the smartest 1100 on the road; £465.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 4cwt light commercial van, brand new body, fully reconditioned engine, new tyres, extremely pretty lines; £395.

MAYFAIR GARAGES, Ltd.—1936 10hp Balilla sports 2-seater, red leather, all new tyres, knock-on wheels, outstanding road performance, very smart car in well preserved condition throughout; £325.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 de luxe convertible coupe, jewellescence silver, blue leather, all good tyres, excellent condition throughout; £310.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, silver, red leather, plated luggage carrier, carefully maintained; £285.—Below.

MAYFAIR GARAGES, Ltd.—Choice of 18 Fiats from £195-£395; send for list and particulars of hire purchase.—Below.

MAYFAIR GARAGES, Ltd., Fiat sales and service, Balderton St. (opposite Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [4844

1939 Fiat 500, excellent condition throughout, radio; nearest £300.—Wedlow, Henley Park, Henley-on-Thames. [5190

£250—1937-8 Fiat 500 drop head coupe, interior red leather almost new, new hood, silver cellulose unmarked, excellent tyres, perfect mechanically, this is an unusual specimen; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishop's Bridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5005

TANKARD & SMITH, Ltd., offer 1938 Fiat 500 d/h cabriolet, in blue, with blue leather; specially fitted with rear bench seat for 2 children; whole car looks and runs like new; radio; £325; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 196, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [4766

Fiat Cars Wanted

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 1818. [0525

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [7383

FORD (8 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Anglia saloon, mileage 13,000, beige and red rexine upholstery; £575.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. 4444. [2837

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0059

G. P. (BALHAM), Ltd., offer:—

255 gns.—1938 Ford 8 saloon, paintwork dull, good mechanical order, any trial, genuine bargain, choice of three.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117. [8978

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 8 saloon, black, with red upholstery, 9,000 miles; £575.

1949 Ford 8 Anglia saloon, black, with brown upholstery, 3,000 miles; £595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5022

S. G. SMITH (MOTORS), Ltd., offer:—

1946 Ford Anglia, exceptional condition, colour black; £445.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [5295

FORD Anglia 1948/49 (reg. Nov. 1948), pale green, Philco radio, 7,000 miles; as new £525.—Tel. Wallington 8109. [4477

1947 Ford 8 saloon, black, one owner, bargain; £475.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5418

£155.—1935 Ford 8 saloon, nice runner, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5318

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

1949 Ford Anglia, 7,000 miles, immaculate; £575.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6.

1947 October Ford 8 Anglia, 12,000 miles, fawn, excellent condition. £475; near offer.—Harold R. Hill's Garage, 3-5, Ennismore Mews, S.W.7. Kensington 4020. [5298

£425.—1946 model Ford Anglia sal., black, 3,000 miles on new engine, one careful owner.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558. [4862

1949 (Jan.) Ford Anglia saloon in green with brown leather, 6,000 mls., as new; £565.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4327

1937 Ford 8 Popular saloon, clean green and black cellulose with leather interior, good economical performance; £198 cash or £65 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [2983

£295.—Ford 8hp saloon, 1939, finished black (original), very sound mechanically, clean coachwork, interior slightly soiled, unrepeatable at the price.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for 18 page stock list of nearly 400 fully guaranteed used cars, easy and confidential hire purchase, part exchanges, free delivery.

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

WANTED, 1938/40 Ford 8hp. very urgent; cash waiting.—135 High St. South, East Ham, E.6. Grangewood 2530. [3035

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0596

1939-1949 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4915

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

FORD (10 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Prefect saloon, mileage 9,000, black, red leather upholstery; £650.

1948 Ford Prefect saloon, black, cloth upholstery, mileage 10,000; £645.

1948 Ford Prefect saloon, black, cloth upholstery; £635.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2836

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0109

H. A. SAUNDERS, Ltd., offer:—

1949 Ford Prefect saloon, green, with brown leather upholstery, 3,000 miles; £745.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5023

1948 Ford Prefect, black, cloth upholstery, 15,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1278

1949 Prefect, new look green, one owner, low mileage, regular record, Tecalemit service, beautiful condition; £695.

CARRIS MOTORS, Ltd.; Lewisham Bridge, S.E.13, Lee Green 0254. [5234

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage all guaranteed. [7592

1949 Ford Prefect saloon, new type, black, leather upholstery, 12,000 miles, also 1948 Ford Prefect saloon, black, cloth interior.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5278

1949 Ford 10 Prefect saloon, Newtype, 4,000 miles, quite like new.—Autowork (Winchester), Ltd., Tel. Winchester 4634/3406. [4852

1938 Ford 10 saloon, blue, in very good condition throughout; bargain, £300.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3810

1947 June Ford Prefect 4-door saloon, black, leather, 11,000 miles, indistinguishable from new; £585.—348, King St., Hammersmith, Riv. 3837/8.

1949 July Ford 10 Prefect, brown leather, radio, spot lamp, etc., one owner, as new; £720; stored carefully since March.—Williams, Rickmansworth 3467. [4703

1949 Ford 10 saloon, beige, leather upholstery, low mileage, one owner, as new throughout; £750.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5417

1949 (July) latest type Ford Prefect, beige with cloth upholstery, one owner, new condition; £695.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [5053

1940 type Ford 10 Prefect, whole car just recellulosed, cloth interior, £315 cash; or £100 deposit, balance payable over 18 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [4523

NAYLOR & ROOT, Ltd.—1949 Ford Prefect saloon, black, grey upholstery, 5,000 miles, equal to new throughout; £695; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5359

£295.—Unrepeatable offer; 1939 Ford 10 Prefect saloon, outstanding mechanical order, sound chassis and coachwork, all tyres renewed last April, fitted spotlamp, etc.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for 18 page stock list of nearly 400 fully guaranteed used cars, easy and confidential hire purchase, part exchanges, free delivery. [5392

Ford Ten Cars Wanted

I REQUIRE post-war Ford 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2776

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

1949 Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. [4858

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

TOURER Ford 10 1936 wanted.—Stevens, The Hollies, Ormond Rd., Richmond. Tel. Richmond 0211.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

1939-1949 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Pilot saloon, black, brown hide upholstery, complete radio and heater, excellent motor car; £950.

1948 Ford Pilot saloon, colour cream and black; £950.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [1504

WANSTEAD MOTORS, Ltd., offer:—

1949 Ford Pilot, black, cloth interior, radio and heater, 11,000 miles; £975.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [5060

1939 Ford V.8 22hp saloon, black, brown leather, good condition; £295.—Per. 7366. [5189

1937 Ford V.8 saloon, new engine, upholstery, radio, taxed, excellent condition.—Shorne 380. [4696

PILOT saloon, March, 1949, finished black with brown leather.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5019

1949 Ford Pilot saloon, 3,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5134

GORDON CARS (LONDON), Ltd.—1949 Ford Pilot saloon, black, heater, leather, radio, low mileage.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611.

1948 (Oct.) Ford Pilot saloon de luxe, leather, radio, heater, magnificent condition throughout; £945.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1781

£925.—Low mileage V.8 Pilot saloon, leather upholstery, several extras, one careful owner, hire purchase and exchanges.—Golly's Garage, Earls Court Rd., S.W.5. Frobisher 0063. [4092

81 A/1939 saloon V.8 30hp, leather upholstery, new engine, radiator and clutch, excellent condition; best offer over £325.—O. J. Bruun, The White House, Stoke Park, Slough, Bucks. [4700

325 gns.—Ford V.8 1939, 22hp 4-door saloon, Coronation blue, grey leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5244

1938 (Sept.) Ford V.8 30hp model 81a, in original green cellulose and condition, perfect engine and chassis (no oil), fitted all new tyres, loose covers, battery, etc., and taxed Dec., a perfect and desirable specimen. 30 mph, 22 mpg; £425; terms arranged if desired.—B.S.P., Ltd., 447, Waterloo Rd., Blackpool. Tel. 43253.

Ford V.8 Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s.—Wembley 3903. [9143

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.11. Bay. 6274. [5050

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

V8 saloon or coupe wanted privately; Canadian model preferred, ex-W.D. considered.—Adler, 98-15, Portman Sq., London. Wel. 6578-9202. [4799

UTILITY—FORD OR OTHER BODIES

FORD V.8 heavy utility; £210.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1066

1937 Ford V.8 (30hp) Dagenham-built wooden utility body, 9 seats, in really excellent condition; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5282

1947 Ford 8 utility, exceptionally smart; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [2974

£185.—1935 Ford 10 utility, 1950 engine, taxed year, excellent tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5326

1949 Fordson 5-6-cwt and 10-cwt Utilecons, Utilvans and vans, low mileage, vehicles, in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [5116

£395.—1939 Ford special 22hp utility, literally de luxe throughout, exceptionally nice wood body, genuine bargain, choice two other utilities; sold with Lambs' three point charter, written guarantee, hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [5310

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

BROWNS for Ford.

1939 Ford Prefect 10hp drop head foursome coupe, immaculate condition; £410.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3437

GODFREY DAVIS, Ltd.,

FORD main dealers.

ALWAYS open

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3 Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823

R. S. CURRIE & Co., Ltd.—Low mileage Ford cars wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [4452

CHARLES RICKARDS, Ltd., wish to purchase good post-war Ford cars.—56, Bayswater Rd., W.2. Paddington 1820. [4791

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.,

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0234

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; ignition and door lock keys despatched by return

219—221, Balham High Rd., S.W.17. Tel. Balham 4401; also at

FOORD Rd. Folkestone 51222. [0406

FINSBURY and Islington.

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0093

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines). [0314

FOR Ford mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0383

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6451), main Ford dealers; service and all spares. [0110

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

FRAZER NASH

FRAZER NASH 1928 two-seater, 1932 Meadows H.E.D. Brooklands engine, completely reconditioned, repainted, rebored rewired, brakes modified, new lamps, battery, tyres, etc., mileage under 300; domestic reasons for sale; £200 or reasonable offer.—326, Hill Lane, Southampton. Tel. 71318. [5122

TANKARD & SMITH, Ltd., offer Frazer Nash 1½-litre supercharged twin ohc Anzani with twin Scintilla magnetos, dry sump lubrication, auxiliary oil tank, etc.; the chassis is special throughout incorporating half-elliptic rear suspension, duplex chain drive, deeply finned brake drums and chromium-plated front axle and steering arms; the 2-seater coachwork is streamlined, finished in Alfa red with matching upholstery and chromium-plated exhaust system, full electric starting and lighting system, etc.; this car which is reputed to have been built by Eldridge is ready for competition work and is capable of speeds in excess of 100mph, first registered 1946; £575; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4801-2-5.

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

A.F.N., Ltd. offer:—

1935 type 45 4-seater d.h.c., green, engine just overhauled, fitted liners; £325.

FRAZER NASH CARS, Falcon Works, London Rd., Isleworth, Hounslow 0011. [3341

795 gns.—Frazer Nash-B.M.W., 1938 model, 2-litre type 328 super sports 2-str., blue and silver, black leather, fitted latest type Bristol oil pump, good tyres, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:

395 gns.—Frazer Nash-B.M.W., 1936, 2-litre type 55 super sports 2-str., black and silver, tuned engine, Martlett pistons and valves, special large sump, vertical Bosch magneto, Andre shock-absorbers, good tyres, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5245

OSCAR MOORE offers one of the few remaining 328s which have been kept in really good and original condition; complete engine overhaul just finished, taxed year; should satisfy the most critical buyer and must be considered very reasonably priced at £750.—204, Ballards Lane, N.3. Tel. Finchey 2920. [4566

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham.

GRAHAM

GRAHAM 26hp saloon September 1937, most excellent 6-seater car, in first-class condition, new Zenith carburettor just fitted giving high m.p.g.; £335.— B. & H. Motors, 1468, High Rd., Whetstone, London, N.20. Hillside 6671. [5231

HEALEY

BROOKLANDS.

HEALEY distributors for London.

DELIVERY from stock of new Silverstone 2-seater.

SPECIAL drop head 4-seater coupe by Abbott of Farnham.

ALSO 2-door 4-seater sports saloon by Tickford.

ALL particulars available on request.

1950 Healey Silverstone sports 2-seater, mileage under 1,000, many extras, B.M.T.A. permission to sell.

1949 Healey Sportsmobile, red, grey leather, speedometer reading 7,000 miles.

1949 Healey sports saloon, maroon, red leather, small mileage, excellent condition throughout.

1948 Healey sports saloon, black, red leather, fitted radio, exceptional condition throughout; choice of two.

103 New Bond St., W.1. Tel. Mayfair 8351-6.

ROSE & YOUNG, Ltd., offer 1948 Healey 2-seater, B type, powder blue, exceptional condition; £975.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1039

Healey Cars Wanted

BARTLETT.—Healey saloon, tourer or Silverstone models wanted.—Bartlett, 27a, Pembridge Villas, W.11. [2925

HILLMAN 10

WHAROLD PERRY, Ltd. Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Hillman Minx Mark II, colour blue, brown upholstery, mileage 15,000, immaculate throughout: £760

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [9193

BROWN'S for Hillmans.

1947 Hillman Minx 10hp drop head foursome coupe, low mileage, immaculate condition; £625.

1939 Hillman Minx 10hp saloon de luxe, excellent condition; £395.

1937 Hillman Minx saloon de luxe, immaculate condition: £335.

1937 Hillman Minx 10hp saloon de luxe; £295.

1937 Hillman Minx 10hp saloon de luxe; £275.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5051

HILLMAN Minx Phase III, radio, buff with red leather, perfect condition; £825.—Tel. Webster Gerrard 9121. [4715

CAR MART, Ltd.

HILLMAN Minx 1949 Phase III saloon, 200 miles; £975.

HILLMAN Minx 1947 saloon, 15,000 miles; £715.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

G. P. (BALHAM), Ltd., offer:—

285 gns.—1938 Hillman Minx de luxe 4-door saloon, good engine, excellent condition; a bargain.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117.

H. A. SAUNDERS, Ltd., offer:—

1947 Hillman Minx saloon, grey, with red cloth upholstery, 14,000 miles; £695.

1947 Hillman Minx convertible coupe, grey, with red leather upholstery, 16,000 miles; £695.

1949 Hillman Minx saloon, green, with brown leather upholstery, 5,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5324

PHILIP RICKARDS, Ltd., offer:—

1947 Hillman Minx drop head coupe, 7,000 miles only since new, blue.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. [4781

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, dove grey, red leather, 8,000 miles; £895.

1948 Hillman Minx 10hp saloon, black, fawn cloth, 10,000 miles; £795.

1949 Hillman Minx 10hp saloon, black, brown leather, 11,000 miles; £885.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4926

MANN EGERTON & Co., Ltd., offer:—

1949 Hillman Minx Ph III saloon, grey, red leather trim, 5,000 miles, immaculate condition; £875.

14 Berkeley St., London, W.1. Regent 2075. [4874

CHARLES RICKARDS, Ltd., the house of standing and repute

1946 (May) Hillman Minx saloon, black, one owner, in excellent condition.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820 [4787

CHARLES RICKARDS, Ltd., the house of standing and repute

1949 (May) Hillman Minx Magnificent, black, one owner, faultless condition, under 5,000 miles, taxed for the year; £850.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820 [4785

37 Hillman Minx saloon; £295.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [4907

GATEHOUSE offer 1947 (October) Hillman 10hp saloon, one owner, 11,000 miles; £725.

GATEHOUSE MOTORS, Ltd., Highgate Village, London N.6. Mountview 4444. [9159

1946 Hillman Minx de luxe saloon in nice condition throughout, £535; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5339

1938 Hillman Minx saloon, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [4197

HILLMAN 1949 Minx saloon, green, brown leather, mileage 800, taxed year; £895.—R. S. Mead, 2, Queen St., Maidenhead. Tel. 2642. [5229

1939 Hillman Minx saloon, red splendid all round condition.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [3750

1949 Phase III Minx saloon, green, 5,000 miles, faultless condition; £875.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011.

HILLMAN Minx Mark III Cotswold grey saloon; heater, twin horn, loose covers, one owner, 13,300 miles; £785.—Widgery, All Saints Chambers, Hereford.

HILLMAN Minx 1937 (March) drop head coupe, grey with blue leather, reconditioned engine, relined brakes, taxed year; £295.—Timms Motors, Colinette Rd., S.W.15. Tel Putney 3667 [3586

1938 Hillman Minx de luxe 4-door sun roof saloon, very good running order, taxed; £250. Terms, exchanges.—Tel. Amherst 2000, Fanfare Motors, 99-115, Clarence Rd., London, E.5. [5285

1949 Hillman Minx navy blue saloon, low mileage, carefully maintained by distributors only, as new; £850.—Barker, Whitegate, 58, Station Rd., Stoke-Mandeville, Aylesbury, Bucks.

175 gns.—Hillman Aero Minx, 1934, drop head coupe occasional four, resprayed, new hood springs, rotoflows, attractive car; Tel. Acorn 5981, Aug. 21 or later after 6 p.m.—Box 5933. [4809

1949 Hillman Minx, Phase III, saloon, black, crown leather upholstery, under 4,000 miles, almost as new; £875.—George Osborne Ltd., 136/158, Streatham Hill, S.W.2. Tulse Hill 5937. [4070

1947 (July) Hillman 10 saloon, grey with cloth and leather trim, 9,800 miles, carefully maintained throughout, showroom condition; £675.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051.

£265 cash or £65 deposit, 1938 model (regd. 1937) Hillman Minx 10hp saloon, nice chassis and performance, good tyres and paintwork, recommended.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [4524

1949 Phase III Hillman Minx, finished grey, grey cloth and leather upholstery, 9,300 miles, one private owner, this car is in really excellent condition throughout; £875.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5315

595 gns.—Hillman Minx, April, 1947, 10hp foursome drop head coupe, dove grey, fawn leather, small mileage, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5247

NAYLOR & ROOT, Ltd.—1948 Hillman Phase II saloon, grey, blue upholstery, 8,000 miles, immaculate condition throughout; £775; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—35, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each weekday including Saturday. [5040

HILLMAN 14

1940 Hillman 14, reconditioned engine, new springs and radio, in sound condition; £375.—Tel. Mai. 9171. [5195

HILLMAN 21

1937 Hillman 20.9hp Wingham cabriolet, birch grey, one owner driver since 1938, mileage 26,500 only, licensed to 31st December, 1950, perfect condition; £500 or near offer.—Weppons, Wiston, Steyning, Sussex. Tel. Steyning 3356. [4737

LIMOUSINE 1938, partition, widest forward occasionals, exceptionally roomy, wonderful chassis, reasonable cost. Seen:—
ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [4960

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198 King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

R
S
ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941
R
ROOTES, Ltd.
DISTRIBUTORS,
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

I REQUIRE post-war Hillman urgently.—30, Ryecroft Rd. S.W.16. Tulse Hill 1288. [2777

CASH buyers of low mileage Hillman Minxes; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0792

CHARLES RICKARDS, Ltd., wish to purchase good post-war Hillman cars.—56, Bayswater Rd., W.2. Paddington 1820. [4792

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

A CASH offer given immediately on sight for Hillman saloons, 1949, low mileage.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [4196

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

RAYMOND WAY the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 4458. [0552

Hillman Spares and Service

NORMAND, Ltd.
THE best service ensures a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 3665. [0233
J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0387

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

CROYDON'S Hillman spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0517

ROBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards specialists tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. [4544

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,
SOLE concessionaires
SALES and service
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2605

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3594

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,
SOLE distributors for London and Home Counties, offer:—
NEW and unused H.R.G. cars available for immediate delivery.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009

H.R.G. 1,100cc, late 1939, 4,000 miles since complete overhaul, whole car in very good order; £450 —Cowper, High Legh, Knutsford, Cheshire. [5430

795 gns.—H.R.G., March, 1947, 1½-litre Aerodynamic super sports 2-str., maroon, large instruments, Nylon plaid seat covers, unworn tyres, small mileage, carefully used, exceptional condition, cost £1,250; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5246

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266
SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

DICKS CAR SALES offer:—
1938 Hudson 17hp saloon, recent overhaul, dealers model; £375.—Below.
1938 Hudson 17hp drop head foursome coupe, definitely unmarked, very attractive car; £395.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [5219

JOE THOMPSON (MOTORS), Ltd., offers:—
1947 Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

CASS'S MOTOR MART.—1938 Hudson 8 saloon 5-passenger, black, hide upholstery; 1938 (registered 1939) Hudson 22hp Special Sports saloon, superb cond., written guarantee.—5, Warren St., W.1. Eus. 3523. [8176

1939 Hudson Terraplane 22hp saloon, all original condition and really one of the finest examples ever offered, one owner; £575.—Peter Bantock Car Sales, 37-39, King St. Parade, Twickenham. Popesgrove 7447. [4402

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

BROOKLANDS.
1949 Humber Super Snipe, black, beige leather, fitted radio, excellent condition; choice of two.
103, New Bond St., W.1. Tel. Mayfair 8351-6. [4975

WIMBUSH for Hawks:—
1949 Humber Hawk saloon, black, 6,500 miles, loose covers and heater; £1,350.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [1076

TOM GARNER, Ltd., offer:—
1949 Humber Hawk Mark III saloon, black, with fawn upholstery, 5,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4770

GLANFIELD LAWRENCE offer:—
1946 Humber Super Snipe, black, brown leather upholstery, immaculate condition; £895.—407, High Rd., N.12. Finchley 0091 [3818

McKINNON MOTORS, Ltd., offer:—
1949 June Humber Hawk Mark 3 saloon, black, 7,000 miles only, taxed Dec.; £1,340; trade enquiries welcomed.
McKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [4721

WARWICK WRIGHT, Ltd., offer:—
1949 Humber Hawk 14hp saloon, black, buff leather, 9,000 miles; £1,425.
1949 Humber Pullman 27hp limousine, black, leather and cloth, 3,000 miles; £1,845.
1949 Humber Super Snipe 27hp saloon, black, brown leather, 1,000 miles; £1,625.
1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, 10,000 miles; £1,595.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4927

S. G. SMITH MOTORS, Ltd., offer:—
1949 Humber Hawk, 9,500 miles, radio and heater, colour grey; £1,325; 50 other used cars.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3188

KENTISH & THOMSON, Ltd., offer:—
1947 Humber Super Snipe saloon, black, grey interior, new tyres, fitted radio and heater; £850.
KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [5270

GUY SALMON AUTOMOBILES, Ltd., offer:—
1949 Humber Pullman limousine, 10,000 miles, immaculate condition; £1,695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3738

HUMBER Hawk 1948 for sale, radio, etc., excellent condition.—Box 5936. [4825

HUMBER 37 18hp, laid up during war years; wonderful condition; bargain £550.—Ter. 8619. [4808

18hp Humber exceptionally roomy saloon, smartly finished in black with red upholstery and wheels, very recent engine overhaul; £285.
WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [4757

1948 Humber Hawk, nominal mileage, radio, excellent condition throughout; £1,095.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [8280

1949 (May) Humber Super Snipe, grey, immaculate condition, chauffeur maintained.—C. Bateman, The Close, Biddestone, nr. Chippenham, Wilts.

£135.—The biggest bargain ever! Genuine 1936 Humber 17 utility, taxed, drive away.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5319

1949 (Aug.) Humber Super Snipe, metallic grey, 7,000 miles, perfect condition; £1,495.—Wylie, Glenburn, Prenton, Birkenhead (Mountwood 1518). [5432

1949 Humber Super Snipe sal., 10,000 miles, grey, grey leather, radio, as new, taxed year.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4837

1948 Humber Pullman 7-passenger limousine, 17,000 miles, one private owner.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371 [6918

£1695.—Humber Pullman limousine, 1949, black, magnificent condition, unmarked; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5150

HUMBER pullman, 7-passenger limousine with division, face-forwards, almost spotless inside and out, registered January, 1946, open to any examination; accept £925.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3701

£495.—1939 Humber Snipe de luxe saloon, expensive high-class motor car, de luxe appointments, literally beautifully maintained, magnificent condition throughout, only 20hp; sold with Lambs' three point charter, written guarantee, hire purchase, exchanges.
LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [5306

ALPE & SAUNDERS require 7-seaters—(100 Limousines displayed—Lists posted) Below
LIMOUSINE 1937 Double Enclosed, forward occasionals, privately owned, black, magnificent. £695.
1948 Pullman partitioned Limousine, widest occasionals, black, new condition, also 1947 (£10 tax) unrepeatable value. £1095. Below
1949 Pullman latest partitioned 7-seater Limousine, black, heater etc., genuine 4,000 miles, magnificent condition. Seen:—Providence Court, Grosvenor Square. 2941-Mayfair. [4961

Humber Cars Wanted

R
ROOTES, Ltd
DISTRIBUTORS,
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

R
ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

R. C. WIMBUSH, Ltd., require carefully used Humber Hawk saloons.
312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [4318

CASH immediately for good Humber.—H. F. Edwards, 28, Upper High St., Epsom 9400. [4943

CASH buyers of low mileage Humber Hawks; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5130

LATE model Humber limousine for own use.—Full details to Laithwaite Bros., Eccles Old Rd., Salford, 6. Tel. Pendleton 1414. [4817

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553

1948 low-mileage Humber Hawk saloon (black) in first-class condition.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3352

Humber Spares and Service

NORTH and Central London.
CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0363

THE Humber Specialists for all spares.—Ring Uplands 3637. See advert under parts and accessories. [8268

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey.

INVICTA

A.P.N., Ltd., offer a number of new Black Prince Invicta chassis, partially completed, for the enthusiast wishing to complete.—Falcon Works, London Rd., Isleworth. Hounslow 0011. [3343

JAGUAR

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HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House Piccadilly, W.1. (Grosvenor 2287)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0027

NEWNHAMS, Ltd.
1948 1½-litre Jaguar saloon, black with brown, excellent condition; £895.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5100

LONDON CARS offer:—
1939 Jaguar 3½-litre saloon, black/brown, fine specimen, original, absolute bargain; £395.
LONDON CARS, 592-6 Greenford Rd., Greenford, Middx. Waxlow 2643. [5407

TOM GARNER, Ltd., offer:—
1949 Jaguar 3½-litre Mark V saloon, black, with brown hide, 3,500 miles only.
1948 Jaguar 1½-litre Special Equipment saloon, suede green, with green leather, H.M.V. radio, discs, etc., 10,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4771

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

DICKS CAR SALES offer:—

1939 Jaguar 1½-litre sports saloon, definitely unmarked; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [1026

HAROLD RADFORD & Co., Ltd.

1947 (Feb.) Jaguar 3½-litre saloon, finished in black with brown leather upholstery, one owner, four new tyres and spare unused, heater and demister, 19,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

H. A. SAUNDERS, Ltd., offer:—

1949 Jaguar 1½-litre Special Equipment saloon, black, with brown upholstery, 8,000 miles; £1,225.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5025

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 1½-litre Jaguar special equipped saloon, condition almost equal to new; £925.—Portsmouth Rd., Thames Ditton. Kimberbrook 5551-2-3.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Jaguar 3½-litre saloon, suede green; £950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5264

1946 3½-litre Jaguar, immaculate condition; £645.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [3159

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548.

GATEHOUSE offer 1946 (November) Jaguar 3½-litre sports saloon, black, radio, superb condition; £950.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [9156

1938 3½-litre S.S. Jaguar, completely reconditioned engine (10 miles), recellulosed, exceptional condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [3458

RIPPON, Ltd.—1947 Jaguar 1½-litre saloon, black, brown leather, exceptional condition.—16, Albemarle St., W.1. Regent 2952-4. [4878

JAGUAR 3½-litre, gunmetal, 1947, one owner driver, service depot maintained; fast, perfect; price £925.—Reply BM/RNPX, London, W.C.1. [4824

JAGUAR 2½-litre 1936 saloon, reasonable condition throughout, worthy of inspection, taxed and insured; any offers?—Arn. 7590, 8 a.m. [5423

1949 Jaguar Mark V 2½-litre saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5145

1947 1½-litre Jaguar special saloon, 15,000 miles, black.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1905

1947 1½-litre Jaguar special equipment loose covers black cloth; £925.—G. & R. Garage, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [4522

JAGUAR, 1947 engine, 2 new rear wheels, new exhaust, new battery; detailed report sent or inspection arranged anywhere; registered 1937; £310.—Box 5932.

GORDON CARS (LONDON), Ltd.—1949 Jaguar Mark V 3½-litre saloon, black/red leather, 8,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

JAGUAR 1½ saloon, 1949, discs, H.M.V., magnificent car; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5148

AUGUST, 1936, 2½-litre Jaguar saloon, recently rebored, retrimmed, new carpets and battery, good tyres; £210.—Harris, 34, High St., Eaton Bray, Dunstable. [5166

1948 1½-litre Jaguar special equipment model, very low mileage, outstanding condition; £1,065.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Tel. Slo. 4727. [4450

Q1-litre Jaguar, 1946, fitted heater, radio, wheel discs, 2 2 excellent condition throughout, £825; exchanges.—B. & H. Motors, 1,468, High Rd., Whetstone, London, N.20. Hillside 6671. [4478

JAGUAR Mark V 3½-litre saloon (June, 1949), H.M.V. mascot, 10,000, unmarked; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5147

1946 Jaguar 3½-litre saloon, gunmetal, red leather, one owner, nominal mileage, excellent condition throughout; £925.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [6278

1949 1½-litre saloon, grey/grey hide upholstery, 5,000 miles, one owner, faultless condition; £1,275.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [5111

JAGUAR 2½ saloon, 1948, black, chrome Ace discs, radio, 12,000 miles, unmarked condition; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5149

1948 Jaguar 1½-litre extra equipment saloon, black, brown leather, one owner, coachwork and mechanically excellent; £975.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [6277

1939 Model 2½ d.h. coupe, gunmetal, engine and transmission completely overhauled, beautiful appearance and mechanical condition; £475, or near.—Gibson, 21, Harbord Rd., Oxford. [5197

CEDARS GARAGE.—All our used cars are carefully selected, tested and overhauled in our workshops before they are offered for sale with a 3 months' written guarantee and 2 free after-sales service.

1939 1½-litre Jaguar drop head coupe, black, red hide; £525.

CEDAR GARAGE, Lee Terrace, Lewisham, S.E.13. Tel. Lee Green 2920. [5341

1947 Jaguar 2½ saloon, black/brown (first reg. Oct., 1946), one careful owner, fine performance, well maintained, taxed, Ace discs, etc., any trial; £850.—Imperial Motor Mart, Cheltenham 2065. [4926

R. S. MEAD offers: Jaguar (Nov., 1948) 2½-litre saloon, black, brown leather, heater, H.M.V. radio, one owner, taxed year, spare unused, guaranteed as new, £1,060.—R. S. Mead, 42, Queen St., Maidenhead. Tel. 2642. [3683

495 gns.—Jaguar 100, 1939 3½-litre super sports 2-str., bronze with red leather, outside exhaust, bronze cylinder head, Scintilla magneto, standard and racing screens, unworn tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5248

JAGUAR 1948 (June) 1½-litre special equipment saloon, black, brown hide, extras incl. Ace wheel discs, etc., immaculate car unmarked inside and out, and in perfect mechanical condition, mileage 13,000; genuine sale by private owner; any trial or examination; nearest offer to £1,095.—Urban Burrows, 50, Swains Ave., Sneinton Dale, Nottingham. Tel. 3743.

TANKARD & SMITH, Ltd., offer 1937 S.S.100 2½-litre sports 2-seater, in metallic grey, with leather to match; specially fitted with independent front wheel suspension, giving comfort and ease of control at high speeds; many extras including radio, twin aerials, luggage grid, spot lamps, etc.; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4601-2-3. [4765

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1938, in most exclusive mechanical order, and a particularly fine example, finished black with all chrome work in excellent condition, late owner has spent well over £100 on mechanical and chassis maintenance very recently, including reconditioning of engine, new rear axle assembly, new exhaust assembly, road springs all reconditioned, and a host of detail work for which all bills are available for inspection, a special set of Rotofio shock absorbers have been fitted and the car is in every way in tip-top order with a history which is known and can be substantiated; £425.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939 (June), finished in original black cellulose with natural hide interior, whole car excellently maintained, engine quiet, oil pressure good, performance really outstanding; new tyres fitted in March this year, extras include twin demisters, Bosch pass light, etc.; £495.

CAMDEN MOTORS.—Jaguar 1½-litre foursome drop head coupe, 1939, late property of local county councillor, sole owner since new, regularly serviced and maintained by main Jaguar agents since new, finished black with red leather and dark grey hood, excellent condition throughout; £495.

CAMDEN MOTORS.—Jaguar 1½-litre sports saloon, 1939, immaculately finished in delightful shade of suede green with interior to match, whole car in such condition that it might be mistaken for post-war model, engine in first class order, thoroughly reserviced and checked over in our workshops, tyres as new; £565.

CAMDEN MOTORS.—Jaguar 1½-litre sportsman's saloon, 1947, special equipment model, flawlessly finished in metallic grey with red leather, literally unmarked, one owner since new, nominal mileage; £955.

CAMDEN MOTORS.—Jaguar 2½-litre sportsman's saloon, 1937-8, one owner since 1940, finished black with red leather, engine rebored and sleeved approx. 8,000 miles back, new springs and shock absorbers fitted, really tip-top mechanical order throughout; £385.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1939, finished metallic bronze with fawn interior and hood to match, an excellent example, in outstanding mechanical order; £535.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939, finished black with clean leather interior and fitted Ace discs, radio, heater, twin Lucas pass lights, demisters, special twin chorded horns and every conceivable luxury, a very good car in the mechanical sense, coachwork requires some attention, i.e., slight corrosion bottom of doors and rear apron, worthy of special consideration at the price; £395.

CAMDEN MOTORS, Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars and details of our free delivery service, refund of additional petrol tax on 2,000 miles of motoring, refund of purchasers' fares, etc.; easy and confidential hire purchase facilities, part exchanges. Showrooms open till 8 p.m. Monday to Saturday. [5396

Jaguar Cars Wanted

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER.—1-5, Peter St. (Blackfriars 7483).

HENLYS, Ltd., England's Leading Motor Agents. [0028

ROWLAND SMITH'S, the Jaguar buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62997.

SAUL & SLATTER, Ltd., 44-46, Aldersmar Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Pal. Grn. 1205/7173. [5066

DICKS CAR SALES, Jaguar specialists, want 1939/40 1½-litres.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [5224

GATEHOUSE MOTORS wish to purchase good clean Jaguar cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [4918

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5132

PRE-WAR Jaguar cars urgently wanted for cash.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [4890

J. R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0899

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CAMDEN MOTORS require to purchase Jaguar 1½-litre saloons and drop heads in good clean condition, 1938-40 and post-war; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115 [4601

Jaguar Spares and Service

SAUL & SLATTER, Ltd., 44-46, Aldersmar Hill, N.13.

FULL stock of spares; Jaguar repair and maintenance.—Service station: Green Lanes, Palmers Green, N.13. Tel. Pal. Grn. 1205/7173. [5067

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire. Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough. Tel. 22594 [0430

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

JEEP

JEEPS.—Britain's leading Jeep specialists; all spares in stock; prompt despatch; rebuilt Jeeps; detachable bodies, utilities; 24 hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0620

STANDARD Jeep from £180, some with 2-door coach-built body.—Anglo American Auto-Rep., Ltd., The Vineyard, Richmond, Surrey. Richmond 1519. [5343

WILLYS Jeep 16.9hp, fitted with exceptionally nice 6/7-str. utility body, lengthened chassis, £10 tax. Autowork (Winchester), Ltd. Tel. Winchester 4834/3406.

METAMET, only firm offering 12 attractive Jeep conversions for business and pleasure, 6 months' guarantee, over 20 mpg; optional commercial registration.—100b, Belsize Lane, N.W.3. [0535

JEEPS!—Autowork (Winchester), Ltd., England's largest stockists of Jeeps and trailers; tremendous quantities of new and used spares; literally everything in stock.—Tel. Winchester 4834/3406. [4857

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

AUTOWORK (WINCHESTER), Ltd., the large Jeep stockists for all spares and service.—Tel. Winchester 4834/3406. [4856

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

JENSEN

ACLAND & TABOR, Ltd., offer:—

1938 Jensen saloon, just fitted with new engine, black, grey leather, exceptionally smart appearance, all new tyres, overdrive; £650.

APPLY North Road Garage, Welwyn 481. [4897

JOWETT

1949 Jowett Bradford 6-light utility, blue, excellent condition throughout, guaranteed; £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [5104

1949 Javelin 1½-litre saloon, blue with leather upholstery, radio and many extras, one owner, guaranteed; £995.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241 [5103

1949 Javelins, completely reconditioned; £975.—Clarke's of Pirbright, Automobile Engineers. Tel. Brookwood 2201-2202. [4968

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2791

MARRIOTTS GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service. Tel. 1583. [0575

JOWETT 8hp 1948 4-door saloon, black, roomy, in excellent condition throughout; evenings and weekends; £295.—16, Selbourne Ave., Tolworth, Surrey.

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502

JOWETT 8hp saloon, very sound, clean car; subject to any examination or trial; a large yet economical vehicle to run and maintain; £225.—Arling Motors, Ltd., 46/48, London Rd., Romford, Essex. Romford 7234.

Jowett Cars Wanted

HMBENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990

ROWLAND SMITH'S the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5130

Jowett Spares and Service

NEWNHAMS Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 508, Erith Rd., Bexleyheath. [0571

JOWETT-BRADFORD.—For quick repairs or any spares try Buntine's Jowett Agency, Harrow 1903.

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 5641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7938.) [9247

TRINITY CARS, Ltd., Jowett Javelin and Bradford main agents, spares, expert service and sales.—94, North Side, Wandsworth Common, S.W.18. Battersea 1166 [4961

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 28 years' Jowett experience; spares and service. [0759

LAGONDA

BROOKLANDS.

LAGONDA distributors for London.

HAVE for show, demonstrations and early delivery the new 2.6-litre saloons, and coupes; details and catalogues available.

1939 Lagonda V12 4-seater drop head coupe, serviced and passed by makers for re-sale.

103, New Bond St., W.1. Tel. Mayfair 3351-6. [4976

DICKS CAR SALES offer:—

1935 Lagonda 4½-litre saloon, positively as new; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [5220

SIMPSON'S MOTORS offer:—

1940 Lagonda V.12 limousine, first reg. 1950, £10 tax, coachwork needs slight attention, mechanically good; £750.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [6116

GUY SALMON AUTOMOBILES.

OFFICIAL retailers for the new Lagonda and Aston Martin, full sales and service facilities.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264

LATEST type Lagonda available for early delivery.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242.

LAGONDA 16-80 saloon, registered October, 1934, body requires some repairs, taxed; £135.—Apply, 154, Horbury Rd., Wakefield. Tel. 2557. [4738

EXCHANGE 1934 4½ Lagonda drop head in good condition throughout, for brake in similar condition.—B. R. Gibbins, 9 Corby Park, Nth. Ferriby, Nr. Hull, E. Yorks. [4590

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) offer an excellent selection of used Lagonda cars; may we furnish details?

WE are open to purchase a few late models for re-building.

273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0287

£225.—1931 3-litre special tourer, reconditioned engine, good tyres, all-weather equipment, will cruise at 70 mph and capable genuine 80 mph. 17-18 mpg.—Box 5953. [5431

£1450.—Lagonda V.12 saloon, 1939, Sanction II, one titled owner, magnificent car; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5146

1939, March registration, Lagonda V.12 short chassis, fitted saloon body, works history available; the whole car in first-rate order; a unique opportunity at £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

LAGONDA 3-litre saloon, excellent condition, £300 overhaul, bills available, new tyres, P.100s, Scintilla mag., fast; £325; consider exchange 12hp saloon.—Rutherford 404, Richmond Rd., East Twickenham.

265 gns.—Lagonda, 1933, 16/80 pillarless 4-door saloon, duo-grey, red leather, cycle-type wings, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5249

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with I.f.s.

273, London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

LONDON CARS offer:—

1939 Lanchester 14hp roadrider saloon, black immaculate appearance; £500.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [2940

1936 model Lanchester 20 6-light saloon, one owner, excellent condition; £250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

Lanchester Cars Wanted

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THE CAR MART, Ltd London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4106

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268

ROWLAND SMITH'S the Lanchester buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH immediately for good Lanchester.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4936

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5129

Lanchester Spares and Service

ARCOT MOTORS Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd. Croydon 5775. [0689

GENUINE Daimler and Lanchester spare parts available from the Daimler distributors.—Stratstone, Ltd., 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [5488

SPECIALISED Lanchester gear box service, all types, quick deliveries, guaranteed work; spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0146

LANCIA

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589.

JOHN S. TRUSCOTT, Ltd., for Lancia cars; only first-class examples are offered.

SEVERAL Aprilias are now available; also 2 Augusta saloons, in exceptionally good condition; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [5044

ARCHIE SIMONS & Co., Ltd.—1938 Lancia Aprilia, showroom condition; £595.—94, Gt. Portland St., W.1. Lan. 1345. [4846

ENTHUSIAST'S Lancia Lambda, completely overhauled and refitted; £125.—Apply Queen Elizabeth Hotel, Chingford, E.4. Silverthorn 1160. [5066

1938 Aprilia, very good condition generally, negligible rust in chassis; interior recently completely overhauled, new carpets, linings, seats recovered; resprayed 6 months ago; can be seen Colchester by appointment; no dealers.—Box 5354. [4812

AUGUSTA Lancia, October '35, cellulose black, as new, new engine, battery, tyres and brakes, free wheel, very sound and attractive car, taxed September, £325; 1938 Aprilia being completely reconditioned, taxed December, £495.—Derrington, 159, London Rd., Kingston 5621/2. [5330

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [5049

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1 Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

LEA-FRANCIS

LAYTON'S OF OXFORD offer:—

£825.—Lea-Francis, first registered Dec., 1946, 14hp de luxe saloon; black with brown leather upholstery, taxed for the year; this car is in excellent condition throughout; terms over 24 months if required.

LAYTON'S OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [4748

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1949 Lea-Francis 14hp streamlined saloon, maroon, 9,600 miles, H.M.V. radio, superb condition throughout; £1,350.

1948 Lea-Francis 14hp saloon, grey, maroon leather, radio, heater, excellent order throughout; £950.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [4891

1948 (July) Lea-Francis 14hp sports 2-seater, in excellent condition throughout, blue and silver, brown leather upholstery, small mileage; £775.—Acorn 1983. 61, Gunnersbury Lane, W.3. [5211

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [8983

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18 Berkeley St., W.1. May 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

LINCOLN

1850 gns.—Lincoln V.12, 1946 (reg. March, 1947, £10 tax) 40hp V-Twelve RHD, specially imported American 4-door sedan with winding division, black, grey cloth upholstery, steering column gear-change, electrically operated windows, heater, unworn tyres, small mileage, one careful owner, superlative condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5250

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln.—Wembley 3903. [7019

LLOYD

SLOCOMBES, of Neasden.

SLOCOMBES.—Genuine offer, 1948 4-seater Lloyd, low mileage, as new, a chance to obtain a post-war under list; £395; terms and exchanges with pleasure.—269, Neasden Lane, N.W.10. Gladstone 2068. [3877

DICKS CAR SALES offer:—

1949 (August) Lloyd roadster, 5,000 miles only, as new; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [5222

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd., will always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052 [3324

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1939 type 540K 38hp supercharged 4-5-seater drop head, black, with maroon leather upholstery, engine recently overhauled by us; £1,275.—Victoria 8715.

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3589

1938 Mercedes-Benz 4-door 15hp saloon, finished maroon, recent general overhaul, first-rate order throughout; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [8530

M.G.

WOODBAIN CARS offer:—

£215.—M.G. 8hp PA open sports 2-seater, taxed, black and chromium, almost new hood, etc., mechanically excellent, outstanding performance, 3-bearing crankshaft model, usual slab tank, twin carbs., etc.; always a large selection of M.G.s in stock.

WOODBAIN CARS, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435.

SIMPSON'S MOTORS offer:—

1935 M.G. Magnette saloon, exceptionally nice motor car; £255.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [6116

ACLAND & TABOR Ltd., offer:—

1948 M.G. T.C. 2-seater, small mileage, new condition; £635.

APPLY North Road Garage, Welwyn 491. [4696

GLANFIELD LAWRENCE offer:—

1946 M.G. black, red leather, immaculate condition throughout; £550.—407, High Rd., N.12. Finchley 0091. [2270

PHILIP RICKARDS, Ltd., offer:—

1949 M.G. T.C. model, 7,000 miles, cream with red upholstery.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. [4784

1946 M.G. T.C., low mileage, grey, red leather; £485.—Tel. Woolwich 0455.

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348.

M.G. N Magnette open 4-seater, completely overhauled, recellulosed; offers over £300.—Crawley 322.

PERFORMANCE CARS (Ham. 8707).—Never offer less than half-a-dozen open M.G.s; see under Sports Cars. [3155

1949 M.G. 1¼-litre saloon, 13,000 miles; £925.—University Motors, Ltd., Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [5352

1947 M.G. T.C., black, small mileage, exceptionally good condition, Fram; £550.—113, Haling Park Rd., Croydon. Cro. 0698. [5169

1949 M.G. T.C. 2-str., green/beige, 9,000 miles; £725.—University Motors, Ltd., Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [5350

M.G. T.C. model, first registered 12/10/48, one private owner, red with red upholstery, 4,500 miles, as new.—Revis, Furzefield Rd., East Grinstead. Tel. E.G. 1325.

495 gns.—M.G. Midget, Sept., 1946 11hp T.C. 2-seater, red, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

275 gns.—M.G. Midget 1936 9hp P.B. Airline coupe, mauve and red, sliding head, red leather, very good condition; terms, exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget 1935 8hp P. 2-seater, cream, green wheels, leather upholstery, spare tyre unworn, good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget 1934 model 8hp J.2 2-seater, green, black leather, good tyres, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5258

1947 (August) 1¼-litre M.G. saloon, one owner, first-class condition throughout; £775.—Chesterfield Gdns. Garage, Mayfair, W.1. Tel. Mayfair 6702. [4097

14-litre saloon, black, red upholstery, late 1948, 2,700 miles, immaculate condition, radio; £975; available 14th September.—Write, 4, Highbury Rd., Wimbledon, S.W.19. [4606

ROSE & YOUNG, Ltd. offer 1949 M.G. 2-str. T.C., mileage 8,000, red; £645.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [4429

1939 M.G. 12hp 1½-litre sports saloon, in first class order and condition, a picked car that has been well cared for and is to be desired; accept £485; terms, exchanges.—B.S.P., Ltd., 447, Waterloo Rd., Blackpool. Tel. 43253. [4871

£195.—1935 8hp P.A. 4-seater M.G., new hood, side screens, relined brakes.—Tel. Prospect 3174 (London, week-end only), or write 53, West Town Park, Bristol, 4. [5121

1947 M.G. T.C. 2-seater, black, red leather, 8,000 miles, exceptionally good condition; £595; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [5046

1948 (November) M.G. T.C. 2-str., finished black, negligible mileage, just run in; trade and part exchange, enquiries invited.—G. F. Morley, Ltd., 54, Streatham Hill, S.W.12, Tulse Hill 4488. [5358

MAGNETTE N type Special, built and registered Jan., 1949, £10 tax, fitted aluminium 2-seater body by E. J. Hasendonck, cellulosed racing green, host of details; genuine reason compels sale; £380.—34, Strafford Ave., Barkingside, Essex. [5177

1947 M.G. T.C., blue with beige upholstery, £200 worth accessories incl. wireless, spotlight, temp. gauge, Windtone horns, double spare wheels, etc.; A.A. examination welcomed; mileage 13,400; £650.—Lt. Reed, Gunnery School, Lulworth, Dorset. [4810

£550.—T.C. M.G. sports 2-seater, in faultless condition throughout, low mileage, twin Mellowtones, twin spot lamps, twin fog mirrors, all-over tonneau cover, definitely above average.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5325

NAYLOR & ROOT, Ltd.—1947 M.G. T.C. 2-seater, black, green upholstery, perfect condition throughout; £575; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—95, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday.

1947 M.G. T.C. two-seater, black, red upholstery, exceptionally nice condition; £575.—Peter Guest, Ltd., Gaywood, Kings Lynn. Tel. 4129.

1938 M.G. sports saloon, 18hp, colour black with cream hide interior, the chassis and coachwork in magnificent condition, fitted twin horns, spot light, very good tyres and battery; this car has recently had complete overhaul and open to any mechanical inspection and trial and one of the lowest priced M.G.s in the North; £365.—Church St. Garage, Barrow-in-Furness. [5176

2.6-litre M.G. sports saloon, 1939, luxuriously equipped, adjustable steering, spring wheel, twin trumpet horns, fog lamp, twin defrosters, black with silver wheels and red leather, most attractive and immaculate car, delightful performance, taxed December; thoroughly recommended and offered with written guarantee; £565; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4933

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

R

ROWLAND SMITH'S, the M.G. buyers. Hampstead High St. (Hampstead Tube). Ham. 604. [0948

SLOCOMBES OF NEASDEN.

S

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom 9400. [4944

RIPCO, Ltd., wish to purchase M.G. cars, all models.—16, Albemarle St., W.1. Regent 2952-4. [4879

URGENTLY required, low mileage 1948-9 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6396

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1 Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7447

CAMDEN MOTORS require to purchase M.G. 1¼-litre sports saloons and drop head coupes in good clean condition, 1938-40; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds Tel. 2381 & 3115. [4605

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18 Wanstead 0660. [0486

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G mudguards, running boards. 1933-46. Brooks 85, Queens Rd., Brighton. [0385

M.G. spares.—Vertical drives rockers, valves road springs, front aprons, rear tanks, J2 windscreens prompt and courteous service; see P. & A. column

DERRINGTON, 159, London Rd., Kingston 5621-2 [1841

M.G. engine, axle, gearbox reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos, etc; new rocker shafts, bushes, valves, guides, springs, gaskets; wire wheels supplied and repaired, road springs new and reconditioned.—A. E. Witham, Queens Garage Queens Rd., Wimbledon (station), S.W.19. Liberty 3083. [3892

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 683. [0349

MORGAN

'37 Morgan 44 sports 2-seater; £290.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [4909

Morgan Cars Wanted

R

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

CASH immediately for good Morgan.—H. F. Edwards, 28, Upper High St., Epsom 9400. [4945

RAYMOND WAY the hire purchase specialists are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal 0570. [0728

MORRIS MINOR

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Minor saloon, maroon, with beige upholstery, 8,000 miles; £735.

1949 Morris Minor saloon, black, with beige upholstery, 6,000 miles; £735.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5026

1949 Morris Minor, black, 5,000 miles, as new; £725.—Radford. Bat. 4782. [5062

1949 Minor saloon, black, 4,700 miles, as new; £715.—Houghton, Ewell 5000. [5447

MORRIS MINOR tourer, August, 1949, 7,500 miles, green; nearest £700.—Tongue, 5, Monkseaton Rd., Sutton Coldfield, Birmingham. [5425

1949 saloon, 6,000 miles, troublefree and smart; highest around £670.—Bailey, 29a, Oakmead Rd., Balham, S.W.12. (Balham 2186. [5438

1949 Morris Minor saloon, black, one owner, 8,000 miles, specially equipped Continental touring, perfect; £700.—Buckley, Hampstead 2325. [5169

1949 Minor saloon, black/beige upholstery, 8,000 miles, quite faultless condition; £735.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [5112

1949 Minor saloon, maroon, 10,000 miles, faultless condition; £700.—Oldham, Gip. 5666 [5209

Morris Minor Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320 Euston Rd., N.W.1. Euston 1212. [0716

MORRIS EIGHT

NEWNHAMS, Ltd.

1948 Morris 8 4-door saloon, black with brown, low mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8035

G. P. (BALHAM), Ltd., offer:—

240gns.—1938 Morris 8 saloon, excellent condition, any trial, choice of two.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117. [4929

S. G. SMITH (MOTORS), Ltd., offer:—

1946 Morris 8 two-door de luxe saloon, exceptional condition, fitted radio; £465.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [5294

S. G. SMITH (MOTORS), Ltd., offer:—

1948 Morris 8, 10,000 miles, fitted radio and other extras; £595; 50 other used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [2298

'38 Morris 8 4-door saloon; £245.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [4908

1939 Morris 8 tourer, excellent condition, one owner; £315.—Tel. Tud. 7543. [5179

1938 Morris 8 4-door de luxe saloon, bargain; £265.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5401

1938 Morris 8 sun saloon, black; £265.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5011

GATEHOUSE offer 1948 (August) Morris 8 4-door saloon, black, leather upholstery, 8,000 miles, as new, one owner; £645.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [2756

1947 model Morris 8 saloon, black, appearance and mechanically excellent; £449/10.—348, King St., Hammersmith. Riv. 2837/8. [4251

1938 Morris 8 sun saloon, very good order; £295.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [3948

1938 Morris 8, 2-door saloon, engine recently overhauled, clean, sound car; £240.—Walton-on-Thames Motor Co., Ltd., Walton 200. [4953

1939 Morris 8hp series E, black, de luxe, 4-door sun saloon; £330 or offer; after 6.30 p.m. week-days.—Hawkins, 23, Tytherton Rd., N.19. [4800

1939 Morris 8, 4-str. tourer, gunmetal, in excellent condition throughout; £295.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.

1939 Morris 8, 4-door de luxe saloon, black, brown leather, taxed for year; £400.—K.L.M. Motors, Ltd., 101 Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841 [2939

1936 Morris 8 saloon, mechanically sound, very good coachwork and interior, good tyres, taxed, £215.—Timms Motors, Colinette Rd., S.W.15. Tel. Putney 8667. [5266

WALTER SCOTT, Ltd.—1948 Morris 8 saloon, green, brown leather, 14,000 miles, as new, taxed; £585.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Primrose 5914. [4284

1936 Morris 8 saloon de luxe, one owner since new, very good condition throughout; £195.—Garage Service Co., Hoop Lane, Golders Green N.W.11. Speedwell 3408. [5332

1946 (November) Morris 8hp 4-door saloon, total mileage, 19,000 excellent order throughout; £450.—Lyne Frank & Wagstaff Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401 [4207

195gns.—Morris 8 1935 2-seater, black, green upholstery, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5251

£195.—1938 Morris 8 de luxe saloon, new h/lining, discs rechromed, clean and tidy; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5002

£365.—Morris 8 1939 2-dr. sln., in exceptional original condition throughout, sliding roof, leather interior, choice of 2; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066/7. Open Mon. to Sat., 9-6 (50 yds. Holland Park Tube.) [4727

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 [2778

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

CAR MART, Ltd.

MORRIS 10 1948 saloon, 5,000 miles; £825.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [5378

THE MOTOR MART offer:—

1939 (June) Morris 10 saloon, black, brown hide, excellent condition throughout; £375.—Manchester Rd., Higher Ince, Wigan. Tel. 44730. [4814

1948 Morris 10hp saloon, green/brown leather, one owner, guaranteed; £725.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [5105

1947 Morris 10 4-door de luxe saloon, black, brown leather upholstery, one owner, in excellent condition

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1279

1939 Morris 10 saloon, one owner, colour maroon.—Kingston House Garage, Ennismore Gardens, S.W.7. Tel. Ken. 6726. [5304

1939 Morris 10 saloon, very clean condition; £395—Barnes Garages 315, Finchley Rd. London N.W.3 Hampstead 2221 Mai 1627. [8473

1936 Morris 10hp saloon, a very clean and sound car throughout; £250.—Coles Garage Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [5313

1946 Morris 10hp saloon, reconditioned engine, resprayed, a really smart car.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2 Paddington 0022 (12 lines). [4297

1939 Morris 10 saloon; £375.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [5061

£115.—1933 Morris 10 de luxe saloon in very good condition.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [5055

1946 Morris 10, as new, black, brown leather upholstery sunshine roof; £565.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18.

£395.—1939 Morris 10 sal., blue, 5 very good tyres, in excellent condition throughout; choice of 2.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558 [4865

1939 Morris 10 de luxe 4-door sun roof saloon, taxed, excellent chassis; £295. Terms. exchanges.—Tel. Amherst 2000. Fanfare Motors, 99-115 Clarence Rd., London, E.5. [5286

£699.—June, 1948, Morris 10 saloon de luxe, very low mileage, tip-top condition throughout, fitted heater, unrepeatable at the price, fully guaranteed in writing.—Camden Motors, Lake St., Leighton Buzzard. Tel. 2041 (4 lines). Easy and confidential hire purchase facilities, part exchanges, free delivery; write for 18-page post free catalogue. [5395

1939 Morris 10hp 4-door sunshine saloon, recellulosed in a most beautiful maroon with maroon real leather interior and carpets to match, engine extensively overhauled in 1949, including rebore and new pistons, a most attractive car with a really excellent performance, cruising speed 55 to 60 easily maintained with a constant oil pressure of 50lb Lockheed brakes and hydraulic jacks tyres and battery almost equal to new, taxed for the year; a genuine bargain, £320.—Hanson, 13, Cross St., Pendleton, Salford, Manchester. Tel. Pen. 3457. [5199

Morris Ten Cars Wanted

I REQUIRE post-war Morris 10 urgently.—30, Ryecroft Rd. S.W.16. Tulse Hill 1288. [2779

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St (Hampstead Tube) Ham. 6041.

NUFFIELD specialists want Morris 10s in good condition.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422 [6054

RAYMOND WAY, the hire purchase specialists are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

MORRIS TWELVE

1935 Morris 12 2-str., new tyres, very sound; £135.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5012

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041

RAYMOND WAY, the hire purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5842

MORRIS FOURTEEN

1937 Morris Series II, 14hp, rebored, good tyres; £325.—Box 5913. [4733

L. F. DOVE offer 1949 Morris 14 saloon, 4,000 miles, quite as new, £945.—69 Broadway Wimbledon, S.W.19. Liberty 3456 [1046

MORRIS OXFORD

CAR MART, Ltd.

MORRIS OXFORD 1949 saloon radio, 4,000 miles; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5379

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, grey, with beige upholstery, 5,000 miles; £945.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5027

MANN EGERTON & Co., Ltd., offer:—

1949 Morris Oxford saloon, black with beige leather upholstery, 9,000 miles, numerous extras, including loose covers, twin pass lamps, etc., immaculate condition throughout; £995.

14, Berkeley St., London, W.1. Regent 2073. [4876

1949 Morris Oxford, grey, beige upholstery, 5,000 miles, in immaculate condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5099

1949 Morris Oxford saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5133

GORDON CARS (LONDON), Ltd.—1949 Morris Oxford saloon, green, 3,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611 [5071

1949 Morris Oxford, 7,000 miles, beige inside and out, loose covers; no dealers.—Mrs. Martin, Highacres, Four Marks, Alton, Hants. [4802

1949 Morris Oxford saloon, 1 owner, 14,000 miles, spare unused; £885.—University Motors, Ltd., Stratton House, 80, Piccadilly, W.1 Grosvenor 4141. [5357

1949 (July) Morris Oxford saloon, green, radio, heater, loose covers, pass lights, etc., 9,000 miles; £935.—Bertram Cowen, Hermitage Lane, Streatham. Pol. 2100. [5080

1949 Morris Oxford saloon, colour jade, radio, beautiful condition; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5153

£895.—June, 1949, Morris Oxford, finished black, genuine mileage 7,750, condition literally as brand new throughout, offered with a special written guarantee by Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Easy and confidential hire purchase, part exchanges, free delivery. [5394

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd wish to purchase Morris Oxford cars.—150, Park Lane, W.1 Grosvenor 3434 [0717

MORRIS MAJOR

MORRIS MAJOR sal., gd order 1 previous owner; £165.—After 6 o'c., 11, Allen Edwards Rd. Wandsworth, S.W.18. [5202

MORRIS SIX

PHILIP RICKARDS, Ltd., offer:—

1949 Morris "Six" saloon, 5,000 miles, beige, as new.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. [4782

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available: ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

R S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

CASH immediately for good Morris.—H. F. Edwards, 28, Upper High St., Epsom 9400. [4946

H. L. CRANMORE, Potters Bar, requires Morris cars for cash.—Tel. 2040 Potters Bar. [9672

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris, Wembley 3903. [8001

SELL your Morris to us; post-war cars, all models, urgently wanted.—Offord, 67, George St., W.1. Wel. 6899. [4885

CASH buyers of low-mileage Morris Minor, Oxford and 6; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

CHARLES RICKARDS, Ltd., wish to purchase good post-war Morris cars.—56, Bayswater Rd., W.2. Paddington 1820. [4793

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0614

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks, 85, Queen's Rd., Brighton. [0384

DALSTON MOTORS for Morris service and spares. 1934-49 models.—517, Kingsland Rd., Dalston, E.8. Clissold 4843. [2315

NASH

SIMPSON'S MOTORS offer:—

1947 Nash 4-door sedan, right-hand drive, all extras, radio, heater, spotlight, seat covers, white walls, mileage 2,300, one owner; £1,500.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [4294

NASH Ambassador 8 1939 coupe with dickey, fine condition; £375.—26b, Belgrave Rd., S.W.1. [4982

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1936 6-cyl. Oldsmobile saloon in really good order; £325.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. [0113

OLDSMOBILE, 1937, exceptional condition, taxed and insured; £275.—Evenings and Saturdays, 48, Gloucester Way, E.C.1. [5424

1947 Oldsmobile 4-door saloon, first registered 1948, hydramatic drive, radio, heater, etc., low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1782

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service: 2, Lexington St., W.1 (Gerrard 8600). Spare Parts: Kensington Place, Campden Hill Rd., W.8 (Park 8611). [0576

1940 28.4hp Oldsmobile foursome drop head coupe, immaculate black finish, good hood, brown leather upholstery, superb engine, independent suspension, steering column gear shift, radio, an excellent car throughout; £595.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [5232

OPEL

OPEL 1938 Cadet, excellent condition, recent £70 overhaul; £215.—Raybone, Castle Hedingham, Essex.

CASS'S MOTOR MART.—1937 Opel Cadet saloon, fitted new Ford engine and gear box, superb cond.; written guarantee.—5, Warren St., W.1. Eus. 3523. [9309

225 gns.—Opel Olympia 1937 12hp saloon, silver grey, maroon leather, one owner, very good condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5252

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 5664. [6099

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3366, 4944

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, abrinzar, piston rings, fibre timing wheels; Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251.

PACKARD

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face-forward occasionals; £725.

1939 Sedanca de Ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400.

PACKARD Sole Concessionnaires, amongst other approved late model Packard cars, offer:—

1947 21st Series Clipper Six 4-door saloon, 29.4hp, right hand drive, with radio and heater, 19,000 miles; £10 tax.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

1937 Packard 120 5-seater saloon, black, brown leather upholstery, genuine mileage 7,800.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5098

1939 Packard saloon 30hp overdrive, column change, £10 tax, 18,000 miles; £550.—Ken. 5947. [5345

GENTLEMAN wishes to sell Packard saloon, 32,000 miles, first licence June, 1938.—Apply in writing to Bulby Hall, near Bourne, Lincs. [5435

£250.—1936 Packard 26hp convertible coupe, new hood, good runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering from our huge stock of used cars of all types, a Packard drop head foursome, 1936, fitted with re-conditioned 6-cyl. engine, good hood, tyres, etc; £575.—Ford House, New Rd., Dagenham. Tel.—Rainham 770 (8 lines). [5451

1947 Packard Clipper, l.h.d., radio, heater, immaculate condition, low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [4213

Packard Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. [8002

ROWLAND SMITH'3 the Packard buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

PEUGEOT

PERFORMANCE CARS (Ham. 8707).—Offer 1940 Peugeot 402B; see under Sport's Cars. [3158

PLYMOUTH

ACLAND & TABOR, Ltd., offer:—

1948 reg. Plymouth, maroon leather upholstery, in new condition throughout; £775.

APPLY North Road Garage, Welwyn 481. [4896

PONTIAC

DICKS CAR SALES offer:—

1937 Pontiac drop head coupe, fitted radio, very attractive car; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [1027

PHILIP RICKARDS, Ltd., offer:—

1948 Pontiac saloon, 20,000 miles, dark blue, immaculate.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. [4783

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Pontiac saloon, small mileage, right-hand drive.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003

RACING CARS

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3591

H.W.M. identical to team cars; very little used, all latest modifications and in perfect condition; 'phone or call—no letters, please.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [1969

500cc car, raced this year, good condition, with trailer; £120.—'Phone Orpington 2820 or Ravensbourne 1526. [5170

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0621

BUGATTI 51 Type 1934 works car, cost £10,000, complete with extra 1½ crank, 8 carburettor conversion, etc., reputed to have covered a flying kilometre at 151.7 mph, new condition, ready for immediate racing.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [2769

COOPER, late 1949, many extras including Z.F. differential. Flat steering column and box, oversize rear wheels and tyres, lightweight steering wheel, bucket seat, long range tanks, chassis capable of taking 1,100cc engine, ready to race complete with 500cc J.A.P. motor; £600.—Can be seen at The Forge Garage (Petersham) Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854.

RAILTON

CHARLES RICKARDS, Ltd., the house of standing and repute

1935 Railton saloon, finished grey, specimen car, in excellent condition throughout; £395.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820 [4789

MAJOR J. F. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753.—All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. [5814

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

CAR MART, Ltd.

RENAULT 8hp 1949 saloon, 5,000 miles; £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

RENAULTS.—The following cars carry our usual guarantee service.

1938 12hp saloon, blue, luxe model; £300.

1938, 12hp saloon, black; £350.

1939 8.3hp saloon, light blue, luxe; £325.

WELHAMS Renault Sales & Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0126

WELHAM RENAULT SALES & SERVICE have a small selection of used Renaults.—Elmbridge 1873. Surbiton Hill Rd. Surbiton. [0126

1939 Renault 12hp 4-door saloon, exceptionally good car; £350.—Vandervells (buyers of good used cars), 215 Haverstock Hill, N.W.3. Primrose 4441

1938 Renault 17.9hp 4-seater drop head coupe, maroon, new tyres, beautiful condition; £265.—Wareing, Railway Tavern, Hamworthy, Dorset. [4624

Renault Cars Wanted

ROWLAND SMITH'S the Renault buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041

WELHAM RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), purchase all models. [0127

RENAULT 760cc saloon, new or very low mileage, genuine reason for request, no excessive prices please.—Frank Gill, 31, Ladies Mile Rd., Brighton. Tel. 57619. [4706

RILEY

BROOKLANDS.

1949 Riley 1½-litre saloon, black with red leather, speedometer reading 9,000 miles.

1948 Riley 2½-litre saloon, red, red leather, speedometer reading 12,000 miles.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [4977

CARR BROS. offer:—

1946 Riley 1½-litre, immaculate, black cellulose/suede green leather, low mileage, a perfect specimen; £950.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [4947

CAR MART, Ltd.

RILEY 2½-litre 1949 saloon (100bhp), 9,000 miles; £1,535; another 13,000 miles; £1,475.

RILEY 2½-litre 1948 saloon, radio, heater, 15,000 miles; £1,395.

RILEY 2½-litre 1947 saloon, 6,000 miles; £1,295.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5301

OVERSEAS CARS, Ltd.

1948 Riley 1½-litre streamline 2-str. drop head coupe in ivory with red leather, mileage only 10,731; this unique car was built to special order with most attractive low sweeping lines at a cost of over £1,500, and has been very well maintained; price £1,175; for other Overseas Cars bargains see page 27.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [4922

THE MOTOR MART offer:—

1947 (Reg. August) 2½-litre Riley sports saloon, black, brown hide, H.M.V. radio, air conditioning, large spot lamps and extras, one owner, immaculate throughout, a genuine bargain; £1,285.—Manchester Rd., HigherInce, Wigan. Tel. 44730. [4813

TOM GARNER, Ltd., offer:—

1949 Riley 1½-litre saloon, ivory, with green leather, H.M.V. radio, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4772

PERFORMANCE CARS (Ham. 8707).—See our main advert. under Sports Cars. [4543

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Loddon, Norfolk. Tel. 315-316. [3450

BEARTS of Kingston, Riley specialists sales, spares repairs.—102, London Rd., Kingston. Kingston 3348.

RILEY Kestrel 15hp, 1935-6, good condition, brakes relined; £225.—166, Dunstans Rd., Dulwich, S.E.22.

GATEHOUSE offer 1937 Riley 9 Monaco saloon, overhauled by Riley agent at cost of over £120; bargain, £365.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [6339

RILEY 1½-litre, 1949, 13,500m, perfect order, 1 owner; first offer over £1,100.—Eyre, West Burton, Bury, Sussex. Tel. Bury 90. [4992

POST-WAR 1½-litre Riley saloon, in immaculate condition throughout, one careful owner, taxed, carefully driven since new; £915.

JACK ROSE, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [4428

GORDON CARS (LONDON), Ltd.—1948 Riley 2½-litre saloon, black, 14,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5072

1937 Riley 9hp Monaco saloon, twin-carbs., taxed, very good condition; £295; terms, exchanges.—Tulse Hill Motors, 26, Tulse Hill, S.W.2. Tul. 7106.

1935 Riley 9, open sports 4-seater, green, good condition, new battery, tyres; nearest £200.—J. D. Hurst, 24, Whalley St., Peterborough, Northants.

1937 Riley Falcon 12hp saloon, pre-selector gear, privately owned, exceptional condition throughout; £355.—348, King St., Hammersmith, Riv. 2837/8. [4250

1½-litre 1949, black, brown uph., low mileage, unblemished, one owner car; £1,175.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [5117

£140 or by instalments.—1934 Riley 12hp saloon, 3 months' written guarantee; £140.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 1712 and 8532. [5400

1948 2½-litre saloon, black/red upholstery, 24,000 miles, exceptional condition; £1,125.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [5113

WALTER SCOTT, Ltd.—Late 1935 Riley 15/6 saloon, excellent condition; bargain, £195.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Primrose 5914 [2773

1949 Riley 1½ saloon, in black, brown hide upholstery, mileage 6,000, unmarked; £1,195.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5227

£425.—1938 Riley Big Four Adelphi saloon, recent engine overhaul, clean condition, good tyres, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5321

495 gns.—Riley, August, 1939 1½-litre foursome drop head coupe, black, fawn leather, new hood, unworn tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Riley 1935 1½-litre Falcon 4-door saloon, black, sliding head, red leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5253

1949 (March) Riley 1½-litre saloon, black, all green leather upholstery, 7,000 mls., as new; £1,250.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4323

1948 Riley 1½-litre model, one owner, small mileage, definitely immaculate, black, red leather, £75 extras including Rolls Bentley Radiomobile; offers over £900.—Durrant-Measey, 17D, Woodstock Rd., Strood, Kent. Maidstone 4450 (day) Strood 78061 (evening). [5342

1936 (late) Riley 1½-litre Kestrel sal., cross-flow engine just checked by competent garage and passed 100%, bodywork and interior renovated by specialists and in post-war condition, five new tyres and batteries, self-change box with traffic clutch, attractively recellulosed in metallic green with silver wings, chrome Ace discs to all wheels, taxed Sept.; £425; terms can be arranged.—B.S.P., Ltd., 447, Waterloo Rd., Blackpool. Tel. 43253. [4869

£595.—Very scarce and much sought after model, Riley 16hp 4-cylinder special 6-light Kestrel Sportsman's saloon, 1938, equipped with synchromesh manual change gear box with automatic overdrive, beautifully finished in metallic red with red leather interior and fitted fully chromed Ace discs, many special features and extra refinements, coachwork is most outstanding with beautiful swept lines and super streamlined appearance, engine in tip-top mechanical order, steering, braking and roadholding leave nothing whatsoever to be desired, tyres are in excellent condition and the car is fitted with twin wind tone horns, passlights and demisters, etc., and must appeal to Riley enthusiast or similar specialist offered with a 3 months' written guarantee by Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for 18 page post free stock list of nearly 400 fully guaranteed used cars, easy and confidential hire purchase facilities, part exchanges, free delivery. [5396

TANKARD & SMITH, Ltd., offer 1937 Riley 9 Merlin saloon, in grey, very nice appearance, mechanically sound; £375; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3.

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THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

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ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

PERFORMANCE CARS (Ham. 8701), Dalehaim Mews, London, N.W.5, pay cash for all models. [3890

RIPCO, Ltd., wish to purchase Riley cars, all models.—16, Albemarle St., W.1. Regent 2952-4. [4880

1935 Riley Kestrel, 9 or 12hp, all round sound condition essential.—Tel. Col. 7621. [5164

URGENTLY required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [4942

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RILEY, open or closed, after 1936, up to £300; Sprite engine with good oil pressure is required.—Box 7777.

POST-WAR Riley required, cash payment.—I. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

BLAKES Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

JACK ROSE Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., Finchley Station, N.2. Tudor 2501-2. [7395

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URGENTLY required, 1937-8 Riley Kestrel, Falcon or Adelphi saloon, good price for good car.—Tel. Guy Salmon Automobiles, Thames Ditton, Emberbrook 5551-2-3. [5265

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BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

READING.—Hewens Garages, Ltd., for Riley spares and service. Tel. 4436. [0209

PERFORMANCE CARS for pre-war Riley spares, repairs.—Dalehaim Mews, N.W.5. Hampstead 8707

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

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RILEY CAR SERVICE (LONDON) Ltd., carry the largest stock of Riley spares in the Country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

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ROLLS-ROYCE 1948 (Sept.) Silver Wraith razor-edge sports saloon by Park Ward, 11,000 miles; £4,250.

ROLLS-ROYCE 1939 Wraith 7-seater limousine by H. J. Mulliner, 38,000 miles; £2,850.

ROLLS-ROYCE 1938 Phantom III 7-seater limousine by Park Ward, 6,000 miles; £2,450.

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ROLLS-ROYCE 25/30 sports saloon by Hooper. Ref. H.3958.

ROLLS-ROYCE 20/25 limousine by Windover. Ref. H.1533.

ROLLS-ROYCE 20/25 saloon with division by Rippon Bros. Ref. H.4847.

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ROLLS-ROYCE Phantom III, body by Windover, first reg. March, 1937, colour deep maroon, brown leather interior, £685 mechanical overhaul Nov., '49, certified by Rolls-Royce, recellulosed, car as new; £2,000.

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NORTHERN Rolls-Royce specialists since 1905.

1937 Ph. III 7-seater limousine by Rippon, black with fawn West of England cloth, very small mileage.

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1934 25hp 4-door sports saloon by Rippon.

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YOU can buy with confidence from the largest distributors.

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ALL the above cars are guaranteed 12 months.

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OFFICIAL Rolls-Royce and Bentley retailers

OFFER:—

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SILVER Wraith Hooper touring limousine, finished in gunmetal with brown leather upholstery, as new, mileage 300; first registered June, 1948.

SILVER Wraith Hooper touring limousine finished in black with beige leather, under 600 miles, first registered September, 1947; immaculate condition.

25/30 saloon with division E column by H. J. Mulliner, finished black with beige leather to rear and black to front, immediate delivery; first registered May, 1937.

25/30 razor-edged enclosed sedanca de ville by Hooper, finished black, mileage 55,000; first registered 1936, one owner.

20/25 saloon with division by Park Ward, finished black with blue leather, first registered April, 1933; £995.

DETAILS of new and used Rolls-Royce cars for reasonable delivery on application

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1934 25hp enclosed drive limousine, Barker.

1934 Rolls-Royce 25hp owner-driver saloon by Barker.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155. [6572

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1936 25-30 Rolls-Royce saloon by H. J. Mulliner, fully disappearing partition, black, brown leather, speedo 55,000 miles, immaculate throughout; £1,550.

APPLY North Road Garage, Welwyn 481. [4900

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1938 Rolls-Royce 25-30 owner driver 4-light saloon by Barker, black, blue leather, radio, heater, discs, 64,000 miles, excellent history, 2 owners only; £2,100.

18 Berkeley St., W.1. May. 6266.

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OWNER-DRIVER 1935/25hp Barker Coachwork 4-door Saloon, bucket seats, large boot, modern lines, delightful condition, exceptional carriage. Below.

OWNER-DRIVER 1934 Phantom Rolls 4-door Barker Sports Saloon, bucket seats, leather capacious boot, attractive lines. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [4964

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LIMOUSINES 1937 Barker (30hp) widest occasionals, partition, black, 35,000 (unused 10 years), swept tail, immaculate.

LIMOUSINE 1938 Thrupp 30hp Partition Forward wide occasionals, swept tail, black, mileage 15,000, reasonable cost.

LIMOUSINES 1935 Phantom II Barker, black, widest occasionals partition, exceptional condition, £1170.

LIMOUSINES 1936 Phantom III Barker Deluxe Double Enclosed, widest occasionals, genuine 34,000, swept tail, delightful condition, low cost.

LIMOUSINES Wraith 1939 Windover, 30hp, Double Enclosed, forward occasionals, 30,000, black, meticulously maintained, beautiful carriage. Below.

LIMOUSINES 1939 Wraith 30hp Thrupp, widest occasionals, partition, black, genuine 11,000, magnificent condition. Seen:—

ALPE & SAUNDERS always purchase Rolls-Royce. 14 Limousines displayed. Seen:—Providence Court, Grosvenor Square. 2941-Mayfair. [4965

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1938 (April) 25-30 Rolls-Royce limousine by Park Ward, black, brown leather in front, low mileage, recently reconditioned and in immaculate condition throughout, chassis GGR.23.

1939 Rolls Wraith 4-light razor-edge saloon with disappearing division and built-in boot, by Windover, black with black leather in front and cloth at rear mileage 33,500, in beautiful condition throughout.

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1938 30hp Barker 4-light saloon.

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1930 25hp H. J. Mulliner Weymann saloon

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

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1937 Rolls-Royce 25/30 Mayfair sports saloon with division; £1,750; also,

1949 Rolls-Royce Silver Wraith foursome drop head coupe, 6,000 miles.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5085

ROLLS-ROYCE Phantom I 1926, fitted 8-pass. coach body, taxed. £250.—56, Irwin Rd., Bedford. Tel. 5606. [4697

1935 Rolls-Royce, 20-25hp, 7 seats facing forward, privately owned; £975.—Moreton Garages, Albert Embankment, S.E.11. Reliance 2016.

ROLLS Phantom II, Gurney Nutting sports saloon, excellent order, well maintained; £550.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. [5273

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ARCHIE SIMONS & Co., Ltd.—1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout, face-forward seats; £595.—94, Gt. Portland St., W.1. Lan. 1313. [4847

1934 20/25 Rolls-Royce drop head foursome coupe, Thrupp & Maberly, 41,000 miles, genuine, immaculate condition everywhere; £1,375.—J. F. Crawley, Western 6015. [5032

1935 Rolls-Royce 40/50 Phantom II, fitted with Barker sedanca de ville, low mileage, ready for road, best offer.—R. Poole, 24, The Albany, Liverpool, 3. Tel. Central 4021. [4756

£575.—Rolls-Royce 20/25 Barker fabric saloon, 1931, exceptionally silent engine; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5152

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HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., S.W.1, offer advice on the purchase of new and second-hand cars, and will be very pleased to show customers round their factory at Western Ave., Acton, W.3. Official Rolls-Royce and Bentley retailers.

1936 (September) Rolls-Royce 25-30 saloon, with disappearing division, Barker body, finished most attractive shade of blue and black, blue leather upholstery, H.M.V. push-button radio.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1535. [1743

1933 Phantom II Rolls-Royce touring saloon, coachwork by Barker, H.M.V. press button radio, many extra fittings, exceptionally fine chassis, the car in excellent condition throughout; £695.—Gordon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [3481

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1934 (Oct.) Rolls-Royce 20-25 limousine by Barker, ride control, in really magnificent condition; part exchange and deferred terms.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5125

1936 delivery Phantom III fitted with sports saloon body with division and extra large luggage boot by Barker, colour metallic grey, blue leather upholstery, recently had complete engine overhaul by Rolls-Royce including solid tappets.

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WANTED Rolls-Royce P.II, complete or otherwise, reasonable price.—Roseleigh, Deen Oak Lane, Leigh, Reigate, Surrey. [4709

WANTED, Rolls Phantom III owner-driver saloon, with or without division.—Newman, 11, Waterloo Place, S.W.1 Whi. 8355. [4798

20—25hp limousine, 1935-37, face-forward seats, leather upholstery, must be excellent condition.—Glynn, Grange Rd., Ramsgate. [3212

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WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7457

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RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0115

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SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8368

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork, for all Rolls-Royce and Bentley models.—Central Garage. Tel. Cro. 7464 [1997

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [3048

ROVER 10

£150.—Rover 10hp 4-door saloon, smartly finished in grey with red, good tyres.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [4756

1940 Rover 10 saloon, in immaculate condition throughout, a splendid low mileage car: £650.

FERRARIS OF CRICKLEWOOD Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5279

1947 Rover 10 4-door saloon, almost unmarked inside and out, speedometer recording 15,000; accept £985.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5228

ROVER 12

CAR MART, Ltd.

ROVER 12 1947/8 touring car, 5,000 miles; £1,095.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5383

ROVER 12, saloon, 1935, complete stripping for spares.—Tel. Larkswood 4625. [4740

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1939 Rover 12hp de luxe 4-door saloon, grey with blue hide upholstery, coachwork, mechanical condition and tyres excellent, 1 owner taxed; £695.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [5490

1934 Rover 12 saloon, excellent mechanical condition, three new tyres, taxed; £185.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [5359

ROVER 12, 1946, 13,000 miles, superb condition; best offer over £900.—Middleton Rd. Sawmills, Oswestry. [4050

ROVER 12 six-light saloon, 1938, in excellent condition; £425.—Tel. A. R. B., High Wycombe 1152, office hours. [3556

£310.—1936/7 Rover 12 saloon, a small mileage immaculate specimen car.—Value Cars, 362, Upper Richmond Rd., East Sheen. [5290

1946 (December) Rover 12 saloon, black, brown leather, excellent condition throughout; £925.—Dobsons, Ltd., Rover Agents, Staines, Middlesex. Tel. 801. [5092

1947 Rover 12 saloon, black, brown leather upholstery, low mileage, one owner, car as new throughout, any trial; £925.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4474

ROVER specially built open convertible 2-4-seater 12hp sports, engine not yet run in, unusually attractive line, many extras, owner willing exchange for low mileage, modern saloon.—Bridge House, Broxbourne, Herts.

1946 (Oct.) Rover 12 saloon, 20,000 miles, black with maroon leather upholstery, one owner, immaculate, well tyred and conditioned throughout; £825.—King & Harper, Ltd., Milton Rd., Cambridge. Tel. 55201. [5360

1948 (registered 1947) series Rover 12hp tourer, grey, blue leather upholstery, twin horns, pass light, one owner, spare unused, low mileage; £895.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3077-6. [4914

1947 (April) Rover 12 de luxe saloon, luxuriously equipped, radio, twin horns, etc., finished black and chromium, fawn upholstery, immaculate appearance, delightful performance; written guarantee; £975; terms, exchanges.—H. F. Edwards, 154, St. Titchfield St., W.1. Langham 0012. [4932

ROVER 14

ROVER 14 1936 coupe saloon, beige (resprayed 1948), immaculate condition throughout, oil 1 pint/500 miles, tyres excellent.—Emberbrook 4744. [4731

1937 Rover 14hp saloon, completely reconditioned and recellulosed; £450.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking. Tel. 1282. [4840

13500 authenticated miles.—1947 (November) Rover 14 6-light saloon, indistinguishable new.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [1788

1947 Rover 14, saloon, black, with brown leather, one owner, H.M.V. radio, spotless condition; £1,050; exchanges.—B. & H. Motors, 1,468, High Rd., Whetstone, London, N.20. Hillside 6671. [4479

TANKARD & SMITH, Ltd., offer 1937 Rover 14 six-light saloon, in black, with brown leather, nice looking car in good mechanical condition; £385; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 196, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [4761

ROVER 14 4-light sportsman's 4-door saloon, late 1937, short coupled chassis, a true thoroughbred pedigree 100% motor car of the highest order and definitely as per maker's original specification when new; one particular owner and maintained in exceptional mechanical condition, the performance and acceleration is outstanding and definitely from 10 to 75 on top without any messing and thoroughly reliable; economical and most attractive, perfectly quiet engine and transmission, self-centring steering, wonderful brakes and delightful to drive; genuine bargain, £370; 300 miles trial; also photo to genuine enquirers, honest car with years of trouble-free real economical motoring at the minimum of expense.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [5157

ROVER 16

1939 Rover 16, splendid order; £630.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5008

1937 Rover 16 saloon, 10,000 miles since £250 overhaul 1947, radio; £450, nearest offer.—Redgrave, Framfield, Sussex. [4699

GORDON CARS (LONDON), Ltd.—1947 Rover 16 sports saloon, black/brown leather, exceptional.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1947 (July) 16 Rover 4-light sports sal., 7,000 miles, grey, blue leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338.

1947 Rover 16hp 6-light saloon, black/brown leather, 12,000 miles, fitted radio, perfect; £1,300.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking. Tel. 1282. [4841

£495.—Magnificent Rover 16 de luxe saloon, interior literally immaculate with original unmarked roof lining and carpets, mechanically excellent, will cruise effortlessly and silently at 65 to 70 miles per hour, this vehicle has literally been wrapped in cotton wool all its life and appears as though it has just left 1937 Motor Show; sold with Lambs, three point charter, written guarantee, hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [5307

ROVER 20

1938 Rover 20 sports saloon, excellent condition throughout, tax year.—Richards, Market St., Tavistock. Tel. 174. [5165

ROVER 60 & 75

TOM GARNER, Ltd., offer:—

1949 Rover 60 sports saloon, black, with grey leather, 12,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4774

WARWICK WRIGHT, Ltd., offer:—

1948 Rover 75 six-light saloon, black, red leather, 7,000 miles; £1,550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4362

MANN EGERTON & Co., Ltd., offer:—

1948 Rover 75 sports saloon, grey with red leather upholstery, sunshine roof, mileage 10,000; £1,485.

1948 Rover 75 6-light saloon, black with red leather upholstery, sunshine roof, mileage under 7,000; £1,550.

14, Berkeley St., London, W.1. Regent 2073. [4875

1948 (Dec.) Rover 60 sal., black/grey, 10,000 miles, radio, exc. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4

1948 Rover 75 6-light sal., 12,000 miles, black, leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4

1949 Rover 75 saloon, radio and heater, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5131

1948 (June) Rover 75 saloon, suede green, leather interior, 11,000 miles, specimen condition throughout; £1,425; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [5067

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STREATHAM (Streatham 7751).

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HENLYS, Ltd., England's Leading Motor Agents [C020

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1949 Rover 60 saloon, finished black, red leather, small mileage.

1947 Rover 16hp saloon, fitted wireless, heater and many extras, exceptional condition throughout.

1947 Rover 14hp saloon, black with Bedford cord, speedometer reading 8,000 miles.

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COOMBS & SONS (GUILDFORD), Ltd.

OFFER:—

1948 Rover 16 black saloon, mileage 18,000, excellent condition.

1947 Rover 14 sports saloon, blue, really good car.

WE welcome any inspection.

COOMBS & Sons (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6911

CAMDEN MOTORS.—Rover 10hp 4-door saloon, 1932, good runner, sound chassis, absolute gift; £95.

CAMDEN MOTORS.—Rover 10hp 4-seater sports tourer, 1935, very clean condition, tip-top little runner, smart modern appearance, hood and sidescreens intact, outstanding opportunity at the price; £195.

CAMDEN MOTORS.—Rover 10hp saloon, 1937, one owner since 1940, carefully serviced and maintained, finished in duo-blue and fitted spotlamps; £345.

CAMDEN MOTORS.—Rover 10hp saloon, 1940, identical in appearance to post-war model; sound engine and clean appearance; £565.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1946-7, one owner since new, spotless order throughout, very low mileage, fitted radio; £899.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1936, in excellent condition for the year, steering, brakes overhauled, new tyres; £295.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1938, smart car, nicely finished, genuine value for money; £575.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1946-7, one owner since new, immaculately finished in dove grey, original tyres in excellent condition, very low mileage; £895.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1936, finished pearl grey with very clean red leather interior, very sound mechanically; £295.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, finished black, red leather, engine extensively reserviced, new battery fitted, three new tyres; £395.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937-8, similar model to above but somewhat less mileage, believed stored during war, very superior condition; £445.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1939, late type model with post-war features, one owner since new, exceptionally clean appearance; £625.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1938, original dark blue finish, one owner since 1942, works maintained; £545.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1947-8, in magnificent condition, low mileage, finished Rover green, fitted radio; £985.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard. Tel. 2041 (4 lines). Write for our 18-page post-free catalogue and details of our free delivery service, refund of additional petrol tax for 2,000 miles of motoring, refund of purchaser's fares, etc.; easy and confidential hire-purchase facilities; part-exchanges; showrooms open 9 a.m. to 8 p.m. six days a week. [5389

BEARTS, of Kingston, Rover specialists, sales, spares, repairs—102, London Rd., Kingston. Kingston 3348

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0213

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CTHE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434 [0971

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HENLYS, Ltd., England's leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138

WANTED, post-war Rovers, all models.—Send details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0021

DICKS CAR SALES, Rover specialists, wanted 1938/39/40 Rovers.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [5225

PRE-WAR Rover cars in good condition wanted.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [2829

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7673

CASH buyers of low-mileage Rover 10s, 14s, 16s 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

TWO private business men require immediately two 75 Rover 6-light saloons.—U.1023, Garratt Lane, London, S.W.17. Bal. 3351. [4279

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E Finchley Station, N.2. Tudor 2301-2. [7596

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

CAMDEN MOTORS, Ltd., require to purchase Rover saloons and drop heads of all horse-powers in good clean condition, 1938-40; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4602

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5843

Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton. Rover main agents. Sales and service: Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel Datchet 54. [7127

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

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CAR MART, Ltd.

SINGER 1948 Super 10 saloon, 3,000 miles: £735.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5384

TOM GARNER, Ltd., offer:—

1949 Singer SM1500 saloon, blue, with beige leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.

SINGER 12hp saloon, November, 1948, condition as new; £695.—Tel. Mal. 4258, or Col. 3113. [4796

£285.—1935 Singer 9hp Le Mans sports saloon, sunshine roof, new tyres, taxed, an exceptionally clean specimen.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [4559

£245.—1939 Singer 9 saloon, taxed year, immaculate throughout.—Value Cars, 342, Upper Richmond Rd., East Sheen. [5292

1938 Singer 10 saloon, exceptional condition; £350.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5010

1948 11.9 Singer saloon, maroon, low mileage, excellent proposition; £650; hire purchase and exchanges.—Golly's Garage, Earls Court Rd., S.W.5. Frobisher 0065. [4093

1939 Singer 12 exhibition model drop head coupe, cream and black, good condition, recond. engine fitted (1,000 miles); £450 or nearest offer.—Heslop, Hadlow, Kent. [5422

450 gns.—Singer Super 10, May, 1946 de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5254

TANKARD & SMITH, Ltd., offer 1947 Singer 10 saloon, in black, with brown leather upholstery, moderate mileage, as new throughout; £550; 3 months' written guarantee; also 200 guaranteed cars of all makes.—Tankard & Smith, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [4759

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0986

POST-WAR Singer required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 2318 [0848

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AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496 [0794

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1956/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

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BUY and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and quotations.

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ELITE MOTORS offer:—

1935 Singer 9hp Le Mans 2-seater, cellulosed in black, with green upholstery; owned by B.R.M. engineer; genuine mileage only 41,000, engine completely reconditioned at 37,000; one owner since 1935; fitted with Scintilla magneto, twin spares and rear slab tank, all 6 tyres in good condition, mechanically perfect, maintained by enthusiast regardless of cost, £295.

1938 M.G. T.A., black, with red upholstery, exceptionally low mileage, 5 new tyres, the whole car in really immaculate condition; very good performance, capable of 80mph; excellent weather equipment; £599.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (four lines). [5301

B. & G. MOTORS offer:—

£295.—Aston Martin 1½-litre 12hp Le Mans 2/4-seater, taxed, this is the real short-chassis type with twin outside exhausts, herds of quick-fillercaps, etc., etc., 5,000 miles approximately since complete engine overhaul at cost of over £100 (bills available), this included rebore, sleeve, new pistons, crank regrind, etc., etc., the cellulose is fair, but mechanically she is a peach and goes like the clappers; to see and try it is to buy it; in fact we are quite rhapsodic about it!

£285.—M.G. Magnette 12hp supercharged 2-str., immaculate appearance and really fast, full touring equipment.

£215.—Singer 9 Le Mans 2-seater, taxed, black, many extras, including Notek passlight, aero screen, etc., two spares, bronze head, again a fast and really lovely little car.

£150.—Austin 750cc Ulster model 2-seater, taxed December, green, outside exhaust, foldflat screen, Puckka engine with pressure-fed crankshaft, excellent tyres, tonneau cover, etc.

£90.—Austin 750cc special sports 2-seater, taxed, excellent hood foldflat screen, runs really well and is just the job for 3/- a gallon motoring.

MANY others; terms, etc.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [4984

ROWLAND SMITH'S for sports cars.

795 gns.—H.R.G., March, 1947 1½-litre Aerodynamic super sports 2-seater, maroon, large instruments, Nylon plaid seat covers, unworn tyres, small mileage, carefully used, exceptional condition, cost £1,250; terms, exchanges.—Rowland Smith, below.

795 gns.—Frazer Nash-B.M.W. 1938 model 2-litre Type 328 super sports 2-seater, blue and silver, black leather, fitted latest type Bristol oil pump, good tyres, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Jaguar 100 1939 3½-litre super sports 2-seater, bronze with red leather, outside exhaust, bronze cylinder head, Scintilla magneto, standard and racing screens, unworn tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Frazer Nash-B.M.W. 1936 2-litre Type 55 super sports 2-seater, black and silver, tuned engine, Martlett pistons and valves, special large sump, vertical Bosch magneto, Andre shock absorbers, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Alfa-Romeo 1932, rebuilt and registered 1938, 1,750cc Type 6C twin overhead camshaft super sports 2/3-seater, silver grey, blue leather, concealed hood, good tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5256

S. G. SMITH (MOTORS), Ltd., offer:—

1947 (August) T.C. M.G., mileage 12,000, black, fitted radio; £525.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444

S.S.1 4-seater open sports, immaculate condition, recently rebuilt throughout, guaranteed as new £335.—Raiments, Padd. 9676. [4954

1930 International Aston Martin 2/4-seater, beautiful condition; offers around £250.—Details from R. S. Ormaston, Lowfold, Wisborough Green, W. Sussex. [5205

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50 sports cars of all types under £300.

5% discount for cash customers

CARS and motor cycles wanted in part exchange.

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VERITAS 130mph 2-seater; and 1949 Frazer Nash Le Mans Replica; others.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [5570

PERFORMANCE CARS of 21, Dalcham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1934 Alvis Speed 20 tourer by Vanden Plas, £275; 1954 Riley Kestrel 9 saloon, £145; 1956 M.G. T.A. 2-seater, black, £340; 1934 M.G. J2 2-seater, red, £215; 1937 Renault Primaquatre 18hp drop head foursome, £165; 1937 S.S. Jaguar 100 2-seater, £450; 1924 Rolls-Royce 21hp tourer, four-wheel brakes, £150; 1940 Peugeot 402B de Grand Luxe saloon, £425; 1935/41 Delage D6/85 streamlined coupe by Figoni, LF.S., £275; 1935 Talbot 14hp saloon, £165; 1930 Riley 9 4-seater, £125; 1930 Austin 7 2-seater, £67/10; 1931 Riley 14 4-seater, £95; 1935 Vauxhall 17hp drop head coupe, £145; 1936 Singer Le Mans 4-seater, £200; rebuilt Lanchester 10 2-seater, must be seen and driven, £200; 1937 Triumph Continental 16hp sports saloon, £235; 1951 Bentley 4-litre saloon, £250; 1937 Triumph 14hp Vitesse six-light saloon, £220; 1937 Morgan 4/4 2-seater, £295; immediate insurance; hire purchase on all cars; regret unable to cope with written enquiries until further notice. [5274

SINGER Le Mans 9hp special speed coupe, completely reconditioned; £160.—Details: Carey, Hewell Kennels, Redditch, Worcs. [5158

FIAT Balilla 1,100cc 2-seater sports, outstanding performance, twin oversize spares; £210.—Carpenter, Well High, Woodmansterne Lane, Banstead. [5172

ALTON GARAGE, The Alvis People, offer several sports cars including O.M., Wolseley, Delage, Humber, etc.—17, Brook Mews North, Craven Rd, Paddington 3952 & 4170. [4875

H.R.G. 1500, regd. March, 1948, 9,000 miles, one owner, special body, just works checked, beautiful car; prefer part exchange late medium hp saloon, or sale £750; photo available.—Uplands 2564. [4998

LEA-FRANCIS special leaf chassis, Ford Jeep engine, A/S preselector gearbox, reouilt Austin Eight body; offers around £85.—Sgt.-Maj. Matthews, M.E.E., R.E.M.E., 297, Bath Rd., Kettering, Northants. [5204

3-litre Bentley, long chassis, converted sports 4-seater, 1925, large sump, good tyres, new batteries, fast car, in good running order, drive away; £160, o.n.o.—Community Motors, Hulse Rd., Salisbury 4965.

£345 or exchange comparable saloon.—Magnificent 1937 Jaguar open 4-str., black, Ace super discs, twin windtones (P100s), new hood, screens tyres, 20 mpg with colossal performance.—Kearns, Raylands, Waterfoot, Lancs. [5428

V8 C.S.M. Special, first registered Feb., 1949. Mercury engine, 4-speed gear box, telecontrol s/absorbers, an exceptional high performance car, finished blue; £535.—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 0011. [5114

1933 Frazer Nash 4-seater Colmore model with 6-cylinder Blackburne engine, recent £200 overhaul, bills shown, complete history from new; sale or exchange considerations, £295 or offer.—Stewart, 220, Nelson Rd., Whitton, Twickenham, Middx. Tel. Popesgrove 2721. [5182

RILEY 1½-litre 2-seater, rebuilt 1949, 8ft 2in wheelbase, new tyres, rear 600×18, 8:1 compression, reground shaft, rebored, oil cooler, 6,000 miles since complete overhaul, good hood, excellent condition, 85 mph car; offers over £250, or exchange 1½-litre Kestrel.—Reade, Watling St., Wellington, Shropshire. Tel. 152.

£125.—Renault 21hp Continental sports 2-door 4-seater saloon, easyclean wheels, '32-'33, but looks much later, new engine fitted at cost of over £80, gearbox overhauled, etc., does over 20 mpg and over 75 mph, marvellous top gear performance.—Garrad Motors, 132b, Uxbridge Rd., Hanwell Broadway, W.7. Ealing 4635. [4986

THE famous Parry-Thomas 1½-litre Flat Iron, now fitted new Mercury engine, Scintilla magneto, twin outside Brooklands exhausts, new Rudge wheels and tyres, axle ratio 2.5 to 1, giving 50, 75 and 117 at 3,500 rom, first registered July, 1950, at £10 rate, road equipped; £375.—H. Kemp-Place, Evergreen Service Station, Stanway. Tel. Colchester 2600. [4708

J. H. BARTLETT offers: Alfa-Romeo special 2.6 Mille Miglia, £1,150; Delahaye saloon, £795; Alvis 1948 drop head, £1,250; Bugatti 57 saloon, £925; Rolls-Bentley 1935 3½ tourer, £1,150; Healey, very special 110mph saloon, £1,500; Healey Special Silverstone 2-seater; Rolls-Bentley 1934 saloon; Invicta 100mph low chassis, £575; Alfa-Romeo 17/50 s/c 2-seater, £525.—27a, Pembridge Villas, W.11. Bayswater 0523. [5346

BUGATTI Grand Prix 51 type supercharged, ex-works car, cost over £10,000 (see Racing Cars); Darracq 1939 model 4-litre, streamlined Paris Show coupe by Figoni & Falaschi, 17,000 miles, as new, royal blue; Hotchkiss Paris Nice, choice of 2-door sports saloons, maroon and beige; 2/4-seater fixed head coupe, Swiss blue; 4-door sports saloon, very low mileage, identical to current model, new condition, royal blue; Lancia Aprilia Farina foursome drop head, 1939 model (reg. 1948), low mileage; Mercedes-Benz, choice of 1937 model supercharged 500K roadster 2-seater, beautiful condition, maroon and pigskin; 1939 model 540K 2/3-seater drop head, £600 works overhaul after long storage, ivory and beige, as new; Talbot 110 (ex Mike Couper), Brooklands record car, 130 mph, super sports Brooklands 2-seater, rebuilt at fabulous cost, beautiful condition.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [3589

Sports Spares Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are interested buyers of all types of sports cars.—27a, Pembridge Villas, W.11.

PERFORMANCE CARS buy sports cars and nothing else.—Dalcham Mews, N.W.3. Hampstead 8707.

WANTED enthusiast requires Allard open 4-seater, 1948-9; must be in first-class condition; price offered £750-£900.—Reply to P. F. Tuck, Davis & Sons, Auctioneers, Chepstow. [4828

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0794

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

CHARLES RICKARDS, Ltd., the house of standing and repute

1947 Standard 8 drop head coupe, fawn, carefully used, low mileage; £495.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820 [4786

1948 Standard 8 tourer; £475, very exceptional condition as owned and maintained by

RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., W.12. Tel. She. 3456. [1303

'39 Standard 8 saloon; £310.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [4905

1947 Standard 8hp drop head coupe, radio, disc wheels, showroom condition; £450.—Box 5945. [5217

1948 Standard 8 tourer, grey; £465.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5405

1939 Standard 8 saloon, nice order; £280.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312. [5009

1946 Standard 8 de luxe saloon, must be seen for condition, one owner, compelled to sell; £385. Padd. 9676. [4955

1939 Standard 8 drop head coupe in very good condition; £270.—Apply 40, Oakhall Court, Eastern Ave., Wanstead, E.11. [5167

1948 Standard 8hp d/h foursome coupe, carefully used; £525.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [4448

1946 Standard 8hp saloon, black, one owner; £410. —John Wilson Autos, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260

1947 black Standard 8 saloon de luxe, one owner, well maintained, low mileage; £465, or best offer.—Tel. Epping 2118, or East 5020. [4734

1947 Standard 8, low mileage; £475.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [5059

G. J. SHAFFER & Co. Ltd., offer 1948 Standard 8 tourer, excellent condition; £485.—120-132, Cricklewood Lane, London, N.W.2. Gladstone 3311. [4883

1947 (December) Standard 8 saloon, black, left-hand drive, moderate mileage, excellent condition: £400.—Hurst, 7, Radcliffe Rd., Croydon 1503.

1940 Standard 8 tourer, good runner, good tyres, new hood, taxed year; £295 or near offer.—Stanley, White House, Offham, Maidstone. Tel. West Malling 3126. [5123

1947 (September) Standard 8hp, black with fawn upholstery, 10,000 miles; £490.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [5054

NAYLOR & ROOT, Ltd.—1947 Standard 8 saloon, grey, blue upholstery, 8,000 miles, perfect condition throughout; £475; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5042

STANDARD 9

175 gns.—1936 Standard 9 4-door saloon, excellent condition.—Below.

195 gns.—1937 Standard 9 sun saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5350

STANDARD 10

1939 Standard 10 de luxe saloon, good condition; £310.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [5297

£260.—Standard Flying 10 1936, black, good condition, 5,000 miles since overhaul, or would consider exchange, Rover 12 1939, small mileage, cash adjustment.—Southall 3335. [4705

STANDARD 12

STANDARD 12, 1948, one owner, immac. cond., mlge. 9,600; £800.—Mou. 4500.

1939 Standard 12 drop head coupe, black and red leather, fitted radio, very clean throughout; £445.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [8230

239 gns.—1938 Standard 12 de luxe saloon, good condition.—Autosnipe, 5, Balham High Rd., Balham 1509. [5351

1939 Standard Flying 12 de luxe saloon, radio, any trial; £365; payments.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. [5403

1947 September Standard 12 de luxe saloon, grey, 15,000 miles, equal to new in every way; £725.—348, King St., Hammersmith. Riverside 2837/8.

1946 drop head coupe, bottle green, black hood, 21,000 miles 25 m.p.g., excellent condition; can be seen Richmond; £650.—Ring Richmond 0366.

GORDON CARS (LONDON), Ltd.—1948 Standard 12hp drop head coupe, black, radio, particularly attractive.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5074

DROP head, 1938, grey, almost showroom condition, brakes relined, new battery, factory reconditioned engine (1,200 miles); seen Kensington; 395gns or best offer.—Brown, Fla. 8901. [4805

£850.—Standard Flying 12 1938, original throughout, really excellent interior, little used; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat., 9-6 (50 yds. Holland Park Tube). [4725

1946 grey saloon (blue leather) in first-class condition, exceptionally well maintained since new and recently completely overhauled by makers (invoices available); £625.—J. Jarvis & Sons, Ltd., 12, Buckingham Palace Gardens, S.W.1. Sloane 3423. [5196

STANDARD 14

1948 Standard 14 saloon, black, all leather interior, low mileage, in excellent condition; £725, also

1946 Standard 14 saloon, black speedo 28,000; £625.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2 Gla 2234. [5280

1948 Standard 14 saloon, one owner, immaculate; £765.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. 4225

1939 Standard 14 saloon, finished in black with red interior, car in excellent condition; £395. —Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [4868

STANDARD 14, late 1947, 16,000 miles, grey, blue leather, mechanically perfect, immaculate appearance; £650.—Wynne, Lynwood, Church Crookham, Hants. Fleet 1027. [5436

L. F. DOVE offer 1947 Standard 14, grey, one owner, nominal mileage; £725.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5412

1946 Standard 14 drop head coupe, black with brown leather, 19,000 miles, one owner, any trial, exchanges or terms.—K.C. Motors, 31-33, Fortunegreen Rd., Hampstead, N.W.6. Hampstead 8988. [5035

1938 Standard 14hp 4-door saloon, finished in black with green leather interior, engine extensively overhauled in 1949 including rebore, small mileage since, in really good condition, taxed; any examination or trial; £280.—13, Cross St., Pendleton, Salford, Manchester. Tel. Pen 3457. [5175

TANKARD & Smith, Ltd., offer 1948 Standard 14 saloon, in grey, with blue leather, carefully used by one private owner, 23,000 miles only; £785; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Tankard & Smith, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [4762

STANDARD 20

1937 Standard Flying Twenty; bargain £135.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [5947

WALTER SCOTT, Ltd.—Late 1937 Standard Avon 20hp sports saloon, black, excellent condition; bargain, £295.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. [2774

STANDARD VANGUARD

CAR MART, Ltd.

STANDARD VANGUARD saloon 1949, 2,000 miles, 6 months' guarantee.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5385

OVERSEAS CARS, Ltd.

1949 Standard Vanguard, black, radio and heater, 6,800 miles; £985; for other Overseas Cars bargains see page 27.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [4923

ACE SERVICE STATION (LONDON), Ltd., offer:—

1949 Vanguard saloon, green with red upholstery, fitted radio and heater; £945.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [4916

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28627-8. [0214

1949 (April) Vanguard, metallic green, maroon upholstery, H.M.V. radio, heater, etc., under 9,000 miles; offers.—Thomas, 31, The Chesils, Coventry 68103. [5186

1949 July Standard Vanguard saloon, grey, leather, one owner, most carefully used, as new, miles 7,600, radio and heater; £950.—Humphrey, Worthing 5275. [4702

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering from our huge stock of used cars of all types, a 1949 Vanguard, colour gunmetal grey, fitted with heater and radio, tyres as new, spare unused; £950.—Ford House, New Rd., Dagenham. Tel. Rainham 770 (8 lines). [5450

NAYLOR & ROOT, Ltd.—1949 Standard Vanguard saloon, champagne, red leather upholstery, fitted radio and heater, 6,000 miles only; £995; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5043

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Croydon-Purley area distributers, always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

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THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

ROWLAND SMITH'S the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Standard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4937

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. [0970

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla 2480. [0431

Standard Spares and Service

STANDARD and Triumph spares, sales and service.—R. Martin, Standard House, Highgate Village, N.6. Mountview 3413. [0408

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0294

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486.

BROCKHURST GARAGE.—Harrow agents for Standard, Triumphs; sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43 Eden St., Kingston. Kin. 3151-4. [0286

STANDARD spares large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [1572

K. J. MOTORS, Ltd. have available for immediate delivery reconditioned engines and vast stocks of spares for all models; the Standard specialists for over 25 years.—137-149 Widmore Rd., Bromley, Kent. Ray 3458-7-8-9 [0367

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 2308-9. [0002

STUDEBAKER

COACHCRAFT offer:—

£275.—1937/8 Studebaker 25hp Dictator 4-door saloon, excellent running order, good appearance, bodywork entirely free from corrosion, imposing vehicle, carefully used car, fitted free wheel and numerous other refinements; terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel 6539. [5346

1939 Studebaker, engine 21hp, including carburetor and starter.—Chaucer Rd. Garage, Ltd., Bath. [5194

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903.

SUNBEAM-TALBOT

BROOKLANDS.

1949 Sunbeam-Talbot Model 90, metallic grey, brown leather, fitted radio and heater, immaculate throughout.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [4970

CAR MART, Ltd.

SUNBEAM-TALBOT 80 1949 saloon, 6,000 miles; £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5384

R. F. FUGGLE, Ltd., offer:—

1948 (December, 1947) 2-litre Sunbeam-Talbot sports saloon, one owner, mileage 8,000; a most attractive and genuine car.

BUSHEY Heath, Herts. [5271

TOM GARNER, Ltd., offer:—

1949 Sunbeam-Talbot 80 sports saloon, gunmetal, with grey leather, 4,500 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4776

GLANFIELD LAWRENCE offer:—

1948 Sunbeam-Talbot 10, fitted radio, metallic grey; £750.—407, High Rd., N.12. Finchley 0091. [4442

HAROLD RADFORD & Co., Ltd.

1949 Sunbeam-Talbot 80 saloon, one owner, 10,000 miles, silver, green, with radio, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

1948 (May) 2-litre saloon, black, 9,000, perfect, many extras.—Shorter, Northwood 280.

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot saloon, grey/grey cloth, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1949 Sunbeam-Talbot 80 streamstyle saloon, exceptionally attractive car, black/brown, low mileage.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [4851

1948 10hp Sunbeam-Talbot saloon, black, low mileage, one owner, excellent proposition; £850; hire purchase and exchanges.—Golly's Garage, Earls Court Rd., S.W.5. Frobisher 0063. [4094

ROSE & YOUNG, Ltd., offer 1948 Sunbeam-Talbot 2-litre saloon, exceptional condition; £785.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5365

1949 type 90 saloon, 8,500 miles, metallic bronze/red hide upholstery, fitted H.M.V. radio, faultless condition; £1,255.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [5115

1949 (Feb.) Sunbeam-Talbot 80 saloon, in bronze with red leather, guaranteed 6,000 mls. only, as new; £1,095.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

1939 Sunbeam-Talbot 10hp 4-seater tourer, bronze with beige leather upholstery, practically new tyres all round, very well maintained; £395.—Hungerford Motors, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [4889

£495.—Sunbeam-Talbot 10hp foursome drop head coupe, May, 1939, immaculately finished in metallic grey with dark blue leather interior, coachwork genuinely spotless, excellent performance, most economical, offered with a 3 months' written guarantee.—See below.

£425.—1939 Sunbeam-Talbot 10hp 4-seater sports tourer, finished black with red leather, sound coachwork and an excellent runner, hood and all-weather equipment intact, special opportunity at the price.—See below.

£795.—Sunbeam-Talbot 2-litre 14hp sportsman's saloon, 1947, most immaculate car, finished black, brown leather, nominal mileage only, fitted radio, etc., condition almost as brand new.

CAMDEN MOTORS, Sunbeam-Talbot specialists Lake St., Leigton Buzzard. (Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars, and details of our free delivery service, refund of additional petrol tax on 2,000 miles of motoring, refund of purchasers' fares, easy and confidential hire purchase facilities, part exchanges. Showrooms open till 8 p.m. Monday to Friday. [5397

TANKARD & SMITH, Ltd., offer 1947 Sunbeam-Talbot 10 saloon, in black, with brown leather, speedometer reading 21,000, believed genuine, immaculate condition throughout; £765; 3 months' written guarantee; also 200 guaranteed used cars of all makes. —Tankard & Smith, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4601-2-3. [4763

Sunbeam-Talbot Cars Wanted

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ROOTES

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd Devonshire House Piccadilly, W.1. Tel. Grosvenor 3401 [0111

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litres; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 44558. [0462

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers, in good clean condition, 1938-40 and post-war; write, call or tel., stating price required.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4603

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

TALBOT

SCUDDER & WALL offer:—

1938 Talbot 3-litre 4-door sun saloon, black, manual gear box, wheel discs, just fitted new king pins and bushes, spring set up, new piston rings, clean motor car throughout; price £365.

DART exchanges welcomed.—35, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [9936

TALBOT tourer 10hp 1938, very smart condition; £350. Pitman, 178, Upper Richmond Rd., S.W.15. Tel. Put. 5320. [5404

1935 Talbot 75 sports saloon, blue/black, beautiful condition; £235.—Wareing, Railway Tavern, Hamworthy, Dorset. [4623

TALBOT 18-75, not yet run in after engine overhaul, new clutch and springs reconditioned, black, beige interior; £250 or exchange for Morgan 4-4.—Howard, Okle Pitcher, Newent, Glos. [5201

1938 (December) Talbot 3-litre saloon, repainted and fitted new mats, excellent condition throughout; £475.—Le Grice Elers, Ltd., 107, Old Brompton Rd., S.W.7. Ken. 2477. [4749

£350.—Talbot 10 1937 sports sln., exceptional appearance and condition; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat., 9-6 (50 yds Holland Park Tube). [4725

295 gns.—Talbot 1936 2lhp Speed 105 4-door sports saloon, silver grey, sliding head, blue leather, preselector, Ace discs, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5255

£145.—Talbot 14 sports saloon, 1931 model, original log book, genuine mileage 42,000, completely original in every way, stored long periods, immaculate condition, petrol consumption 24 mpg, oil consumption negligible, taxed, excellent tyres.—Garrad Motors, 132b, Uxbridge Rd., Hanwell, W.7. Ealing 4635.

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St (Hampstead Tube) Ham. 6041 [0991

CASH immediately for good Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4938

TRIUMPH

BROOKLANDS.

1949 Triumph model 2,000 roadster coupe, black, red leather upholstery.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [4980

CAR MART, Ltd.

TRIUMPH 1800 1948 saloon, 7,000 miles; £1,075.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

NEWNHAMS, Ltd

1948 Triumph 1800 Roadster, green with red, carefully maintained.

1947 Triumph 1800 razor-edge saloon black with fawn, low mileage.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1000

CARR BROS. offer:—

1948 Triumph "1800" saloon, grey cellulose as new, interior luxuriously upholstered best quality grey leather, mechanically perfect, 15,000 miles only; a luxury car with a high performance; £975.
CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [4948

LONDON CARS offer:—

1939 Triumph 14/65 Dolomite saloon, black and chrome, one owner, low mileage, immaculate condition, striking performance, guaranteed; £445.
LONDON CARS, 592-6 Greenford Rd., Greenford, Middx. Waxlow 2643. [5410

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 razor-edge saloon, gunmetal, with grey leather, 2,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4777

G. P. (BALHAM), Ltd., offer:—

335 gns.—1938 Triumph Vitesse 14hp 4-door de luxe sports saloon, recent overhaul (bills available), immaculate condition, any trial.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117. [4930

ACLAND & TABOR, Ltd., offer:—

1948 Triumph 1800 roadster, 4,000 miles, grey, blue leather, as new; £975.
APPLY North Road Garage, Welwyn 481. [4899

GORDON CARS (LONDON), Ltd.—1949 Triumph 2,000 saloon, grey, 5,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 roadster, grey, 16,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5076

1949 (July) Triumph 2,000 roadster, grey/red, 9,300 miles, spare unused; £995, no offers.—Roberts, Bristol 66928. [5160

1949 Triumph 2000 model saloon, excellent condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [5364

1948 Triumph roadster, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5140

1949 Triumph 2000 saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5142

CASS'S MOTOR MART.—1939 Triumph 14/60 sports saloon, blue, excellent, written guarantee.—5, Warren St., W.1. Euston 3523. [8178

1939 Triumph 1½-litre Dolomite saloon, exceptional condition throughout; £450.—Sargeant & Collins, Bromley. Imperial 2242. [3233

TRIUMPH 2000 saloon, June, 1949, colour grey, mileage 12,000, as new; £1,250 or offers.—Brockford Engineering Co., Suffolk. Mendlesham 254. [5439

1938 Triumph Dolomite 14hp, very good order; £365.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [5236

6000 miles.—1949 (June) Triumph saloon, black, 2000 model.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [4951

10200 miles.—1949 (June) Triumph roadster 2000 model.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [4950

1948 Triumph razor-edge saloon, 12,000 miles only; £975.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [5056

1936 (November, 1935) Triumph Gloria saloon pedigree car in good condition; £215.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3406. [4549

1949 (March) Triumph 2,000 razor-edge saloon, grey, perfect throughout, 7,000 miles only, also cloth seat covers; £1,200.—Sherman, 102, Cyncoed Rd., Cardiff. Tel. 45480. [5175

1949 (May) Triumph 2000 razor-edge saloon, black, beige leather, guaranteed 8,000 mls., as new; £1,150.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

1938 Triumph Dolomite saloon, recellulosed Westminster green, all chrome parts re-plated, mechanically overhauled, a remarkable car; £595; any trial.—Kingston Garage Springhead, Anlaby, E. Yks. Tel. 48882. [3535

£985.—Triumph 1800 saloon, silver grey, 1947, magnificent condition, unmarked; also 1948 Triumph 1800 saloon, £965; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5151

£265.—Triumph Gloria Vitesse 16 1936, sports tourer, original throughout, special high compression engine, full tonneau; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat., 9-6 (50 yds, Holland Park Tube). [4726

£255.—Triumph Vitesse 12-4 sportsman's 4-door saloon, 1935, very attractive model, smart modern appearance, nicely finished in maroon with leather interior to match, excellent engine and performance, equipped with remote control synchromtaic gears, knock-on wheels, free wheel device, Notek passlights and other extras; special opportunity at the price.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for 16 page stock list of nearly 400 fully guaranteed used cars, part exchanges, easy and confidential hire purchase facilities, free delivery. [5399

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CASH immediately for good Triumph.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4939

POST-WAR Triumph required, cash payment.—Morlec, 54, Streatham Hill, S.W.2. Tulse Hill 4483.

RIPCO, Ltd., wish to purchase Triumph cars, all models.—16, Albemarle St., W.1. Regent 2952-4.

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

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SERVICE and spares for all models

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies

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TRIUMPH specialists, service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9 Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

UTILITY CARS

G. P. (BALHAM), Ltd., offer:—

130 gns.—1936 Morris 8 4-door utility, replacement engine, genuine bargain.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117 [2d21

139 gns.—1937 Studebaker utility, good condition.—Autosnips, 5, Balham High Rd., Balham 1509.

1942 Humber 27hp shooting brake 6-seats, recently passed by A.A.; £350.—Tel. Camberley 655. [4718

HILLMAN 10 utility, first registered 1949 (ex-W.D. chassis); £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5406

1949 (March) A.C. utility, timber body, rear seat, 16,000 miles, the whole immaculate; £850.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4185

HAROLD RADFORD & Co., Ltd., specialists in re-designing and building wooden metal-panelled shooting brakes or all-metal Farmality dual-purpose van bodies, etc; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken 6642

895 gns.—Lea-Francis, March, 1949 14hp shooting brake, 4-door coachbuilt timber body, bronze wings and bonnet, sliding glass windows, drop tail-board, one careful owner, run 4,020 miles, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5257

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CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0995

VAUXHALL 10

1946 Vauxhall 10, excellent condition throughout; £615.—Tel. Edenbridge 3150. [4746

1939 December Vauxhall 10 special 2-door fixed head saloon recently completely overhauled at cost of nearly £200; £395.—Woking Motors (Maybury Hill), Ltd., Woking 1426. [5450

VAUXHALL 12

OVERSEAS CARS, Ltd.

1948 Vauxhall 12 saloon, black; £750; for other Overseas Cars bargains see page 27.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7675. [4924

1948 Vauxhall 12, 6,000 miles genuine, as brand new throughout; £700.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121 [5448

1948 Vauxhall 12, 14,000 genuine, perfect, and as new; £640.—56, Conduit Rd., Sheffield. Tel. 60492. [5154

CASS'S MOTOR MART.—1939 Vauxhall 12 de luxe saloon, blue, radio, superb condition; written guarantee.—5, Warren St., W.1. Euston 4110 [9508

1939 Vauxhall 12hp saloon de luxe, black, with red leather upholstery, reconditioned engine just fitted, front suspension all new, excellent tyres, a really genuine beautiful car; £425.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [5237

HILLWOOD MOTORS.—1948 Vauxhall 12, the car that is celebrated for smooth riding and economical running costs, low mileage, A.1 condition, fitted radio; £715.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [5268

VAUXHALL 14

LONDON CARS offer:—

1937 Vauxhall 14hp 2-door sports saloon, ivory, striking appearance, any trial, amazing bargain; £255.

LONDON CARS, 592-6 Greenford Rd., Greenford, Middx. Waxlow 2643. [5409

THE MOTOR MART offer:—

1938 Vauxhall 14 "J" saloon, black, excellent condition; £325.—Manchester Rd., Higher Ince, Wigan. Tel. 44730. [4815

SIMPSON'S MOTORS offer:—

1946 Vauxhall 14, left-hand drive; £520.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903 [1009

WADDINGTON MOTORS, Ltd., offer:—

1947 model Vauxhall 14 saloon, perfect condition throughout, fitted radio and heater; £725.—Fortune Green Rd., N.W.6. Ham. 2211. [5064

'38 Vauxhall 14 saloon; £290.—Kings Motors, 1, High St., Hounslow. Tel. 3552. [4906

1937 Vauxhall 14 saloon, £225.—The Lynch Garage (Co-op. G.P.O.), Uxbridge, Middx. Tel. 122. [5049

GORDON CARS (LONDON), Ltd.—1946 Vauxhall 14 saloon, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1938 Vauxhall 14, new engine, very good order; £295.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [1190

1948 Vauxhall 14 J. type, excellent condition; £775.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6.

1948 Vauxhall 14 saloon, blue, fitted radio, heater, etc., low mileage, one owner; £825.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7190

VAUXHALL 14 1936 saloon, cream/brown, private owner, recently overhauled, new tyres, etc., excellent condition; £265.—Campbell, 9, Holmesdale Gardens, Hastings. Tel. 2429. [5191

£165—1936 Vauxhall 14, fair condition; also £300 1938 ditto in exceptional condition; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5003

£299.—Vauxhall 14 1938, touring sln., 4-door sliding roof, original cellulose, excellent mechanically; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat., 9-6 (50 yds. Holland Park Tube). [4724

£345.—1937 Vauxhall 14, but what a Vauxhall! genuine original condition throughout, original roof lining and leather upholstery absolutely unmarked, this car is one in a hundred thousand, most carefully and meticulously maintained, absolute specimen motor car; sold with Lambs' three point charter, written guarantee, hire purchase, exchanges.—LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [5305

VAUXHALL 16

VAUXHALL '33 saloon, 16.9, ex. cond., taxed, insured; £125.—25, Twitten Way, Worthing. [5206

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

VAUXHALL Wyvern 1949 saloon, 7,000 miles; £885.

VAUXHALL Wyvern 1948 saloon, 2,000 miles; £835.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5388

DICKS CAR SALES offer:—

1949 Vauxhall Wyvern saloon, low mileage; £825

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [5221

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Wyvern saloon, black, 2,000 miles; £895.

1949 Vauxhall Wyvern saloon, blue, with grey cloth upholstery, H.M.V. radio, heater, spotlight, etc., 11,000 miles; £895

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024 [5028

MCKINNON MOTORS, Ltd., offer:—

1949 Aug. Vauxhall Wyvern saloon, black, fawn moquette, 1,200 miles only, taxed Sept; a brand new car in every respect; £925; trade enquiries welcomed.

MCKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [4723

WYVERN (November, 1948), black, immaculate throughout; £825.—Campbell, Symonds, Wembley 6362. [4214

1949 Velox saloon, just off covenant, grey, new condition, heater; £875.—McKenzie, Abbey 3455, extension 300. [5213

S. G. SMITH (MOTORS), Ltd., offer:—

VAUXHALL Velox, 9,000 miles, fitted radio and heater, colour dark blue; £850.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444.

1949 (July) Vauxhall Wyvern saloon, speedo 3,200, recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5281

5000 miles guaranteed, Vauxhall Wyvern 1949, just out of covenant, absolutely unmarked, spare unused; £850.—Wanstead 5771. [5380

1949 (July) Vauxhall Wyvern, black, radio, heater, 8,000 miles, perfect; £850.—Tel. Fit.-Lt. Janes, Pershore 240, or write R.A.F., Defford, Worcs.

VAUXHALL Velox saloon finished green, mileage 13,000, first registered May, 1949, £925.—Jacs Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5017

VAUXHALL 25

1937 Vauxhall 25 de luxe saloon, just resprayed, in perfect condition.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954.

LIMOUSINE 1938 Double Enclosed, leather upholstery, exceptional throughout, black. £845. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941.

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SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

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J. DAVY. [0017

1949 (May) Vauxhall Velox, black, brown hide, 9,000 miles, as new; £865.

1949 (May) Vauxhall Wyvern, blue, heater, unused spare, 11,000 miles; £845.

VAUXHALL Velox (December, 1948), black, radio, heater, 9,000 miles; one owner; £865.

VAUXHALL 12 (January, 1948), blue, heater, one owner, 14,000 miles; £750.

VAUXHALL 12 (January, 1948), blue, brown upholstery, heater, one owner, low mileage; £750.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [4903

ROUNDABOUT offer:—

1948 Vauxhall saloon and type, recorded mileage 8,000 believed genuine; this car is really immaculate; £850.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [4910

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1948 Velox, black, low mileage, as new condition.

1949 Vauxhall Velox, 12,000 miles, black, as new.

1939 Vauxhall 10, reconditioned engine, body resprayed.

1937 Vauxhall 25hp saloon, in good condition.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [5063

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 737, Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

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THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

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ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

URGENTLY required Velox or Wyvern low mileage models.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [4482

REQUIRE post-war Vauxhall urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2781

1949 Vauxhall Velox saloon required.—Turnbull, Ross House, Station Hill, Winchester. [4859

CORBITT & TAYLOR urgently require all types Vauxhall.—22 Conduit Mews, W.1. Amb. 6049.

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Vauxhall. Wembley 3903. [8006

NORTH WORCESTERSHIRE GARAGE, Vauxhall main dealers, buy all models.—Tel. Stourbridge 5242. [5448

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0905

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063, 0929.

CAMDEN MOTORS require to purchase Vauxhall 14s, 1938-40, J type models, also Vauxhall 10s 1938-40, in good clean condition; write call or tel., stating price required.

CAMDEN MOTORS, Ltd. Lake St., Leighton Buzzard. Beds. Tel. 2381 & 3115. [4604

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

MAGDALEN MOTORS wish to purchase 1939-40 Vauxhall 10, 12, 14, in super condition, and are prepared to pay the prices such cars demand.—Magdalen Motors, 311, Trinity Rd., S.W.18. Bat. 5573. [5289

Vauxhall Spares and Service

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 85, Queens Rd., Brighton. [0381

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common. Ravensbourne 2634.

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

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WE specialise in service replacement units for Vauxhall, 10, 12 and 14hp, etc.

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BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6368. 'Grams Autospare Wimble, London. [0653

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass. Egham 131. [0196

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—157/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

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WELHAMS, Veteran Car Specialists, for sale and purchase.—5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0201

VINTAGE CARS

£45.—Rover eight air-cooled twin 1923 model, original condition, new tyres, repainted, licensed life three years only.—Box 4941. [5208

£65.—A.C. 2-litre 1930 drop head, sound and reliable; also 1932 Alvis Speed 20 with spare engine, axle.—Tel. Stevenage 38. [4730

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VOLKSWAGEN 1947, £10 tax, 25,000 miles, 38 mpg, no oil, excellent order throughout, many spares and extras, first offer over £380.—Lock, Hartford, Huntingdon. Tel. 81 (Office hours). [4713

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1948 Wolseley 14-60, blue with brown leather and cloth, heater, one owner.

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LOW mileage Wolseleys are scarce, should your model not be in stock put your names on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5096

WIMBUSH for Wolseleys:—

1949 (June) Wolseley 4-50 saloon, maroon, whole car immaculate after only 4,000 miles; £1,135.

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DICKS CAR SALES offer:—

1939 Wolseley 18hp saloon, recent overhaul, immaculate condition; £475.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888 9. [4431

TOM GARNER, Ltd., offer:—

1949 Wolseley Six-Eighty saloon, maroon, with brown leather, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4778

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083

275 gns.—1938 Wolseley 18 de Ville saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5349

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4-50 saloon, black.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5078

1948 series Wolseley 14 saloon, immaculate condition; £825.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5052

1946 Wolseley 12hp saloon, black, brown hide upholstery, low mileage, excellent order; £710.—Haskins Ladbroke 1155. [1277

L. F. DOVE (WIMBLEDON) offer 1946 Wolseley 12 saloon, immaculate condition; £750.—69, The Broadway, Wimbledon. Liberty 3456. [3815

£195.—1935-6 Wolseley 12 new series de luxe saloon, special offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5324

WOLSELEY 9hp 1935 saloon, economical, roomy car, in superior condition; £190.—Tel. 1410 Berkhamsted, 2, Woodlands Ave., Berkhamsted, Herts. [4701

£495.—1939 14hp Wolseley saloon, exchanges, hire purchase.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1826

1939 Wolseley 14 saloon, black, very good condition throughout, any trial; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.

WOLSELEY 18-80, 1937, reconditioned throughout and in perfect condition; £395.—Alpha Garage, Westergate, Aldingbourne, nr. Chichester, Sussex. Route A29.

1937 Wolseley 18hp 5-seater saloon, finished blue/brown leather; £430.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5233

1949 Wolseley 450 saloon, in grey, almost spotless inside and out; accept £1,025.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5226

1938 Wolseley 18hp sal., 37,000 miles, grey, grey leather, in post-war cond. in every way.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3352. [4836

4/50 Wolseley saloon finished black with brown leather, first registered July, 1949, 9,000 miles; £1,175.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5018

1939 Wolseley 18hp saloon, our green, excellent condition, reconditioned engine and new tyres; £695.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [2382

WALTER SCOTT, Ltd.—1938 Wolseley 18 saloon, black-blue, original condition exceptional in every way; £465.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [3441

1948 Wolseley limousine, black leather and cloth interior, immaculate, original list price £2,600; £1,450 only.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines).

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

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Wolseley Cars Wanted

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EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5965

WANTED, 1938/39 Wolseley 12hp saloon.—Vandervells, 215, Haverstock Hill, N.W.3. Prim. 4441.

POST-WAR Wolseley required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

SELL your Wolseley to us; post-war cars, all models, urgently wanted.—Offord, 67, George St., W.1. Wel. 6899. [4886

JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4928

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel. Weybridge 235. [0540

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BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel. Royal 6622. [7757

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [1764

Wolseley Spares and Service

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

FOR Wolseley mudguards, running boards 1935-46.—Brooks, 85, Queens Rd., Brighton. [0386

FOR Wolseley service consult the Wolseley specialists, W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0473

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley series models. [9571

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BROCKHURST GARAGE.—Harrow agents for Wolseley; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

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1947 Chevrolet Fleetmaster saloon, maroon, left-hand drive; £1,050.

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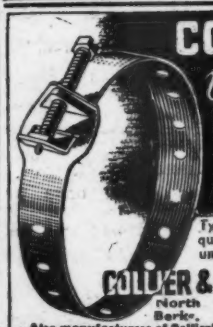

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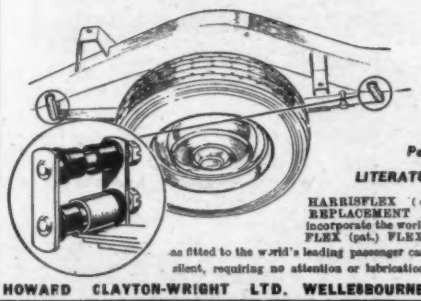

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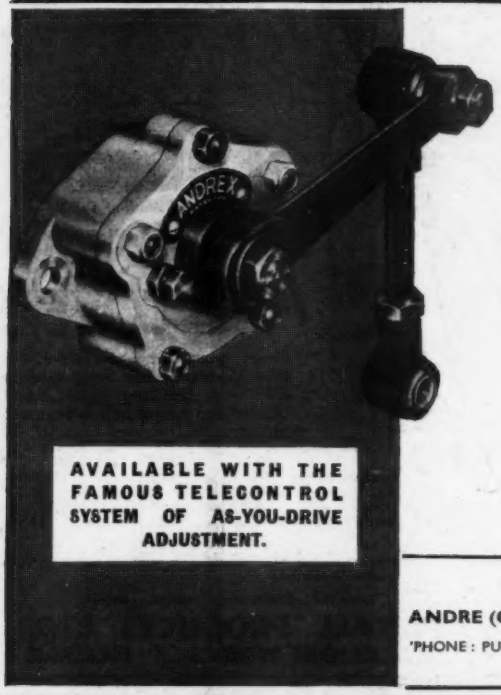

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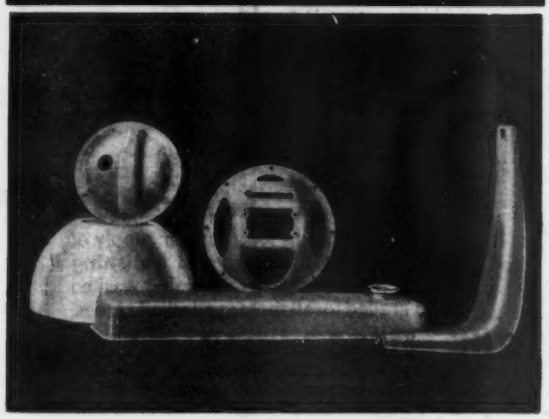

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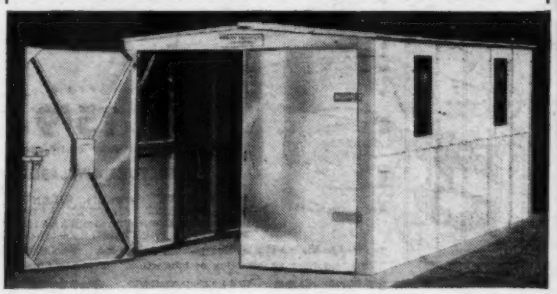

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